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AN

OFFICIAL GUIDE

TO

EASTERN ASIA

VOL. I

CHŌSEN & MANCHURIA

SIBERIA

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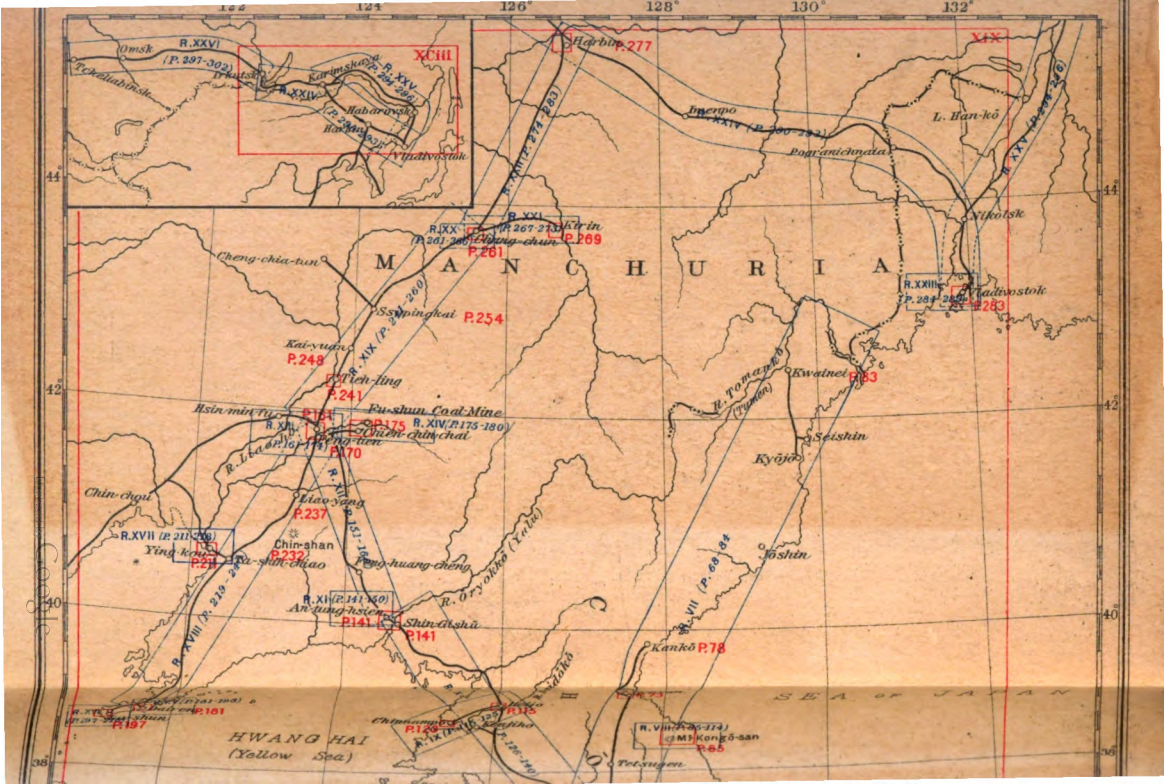

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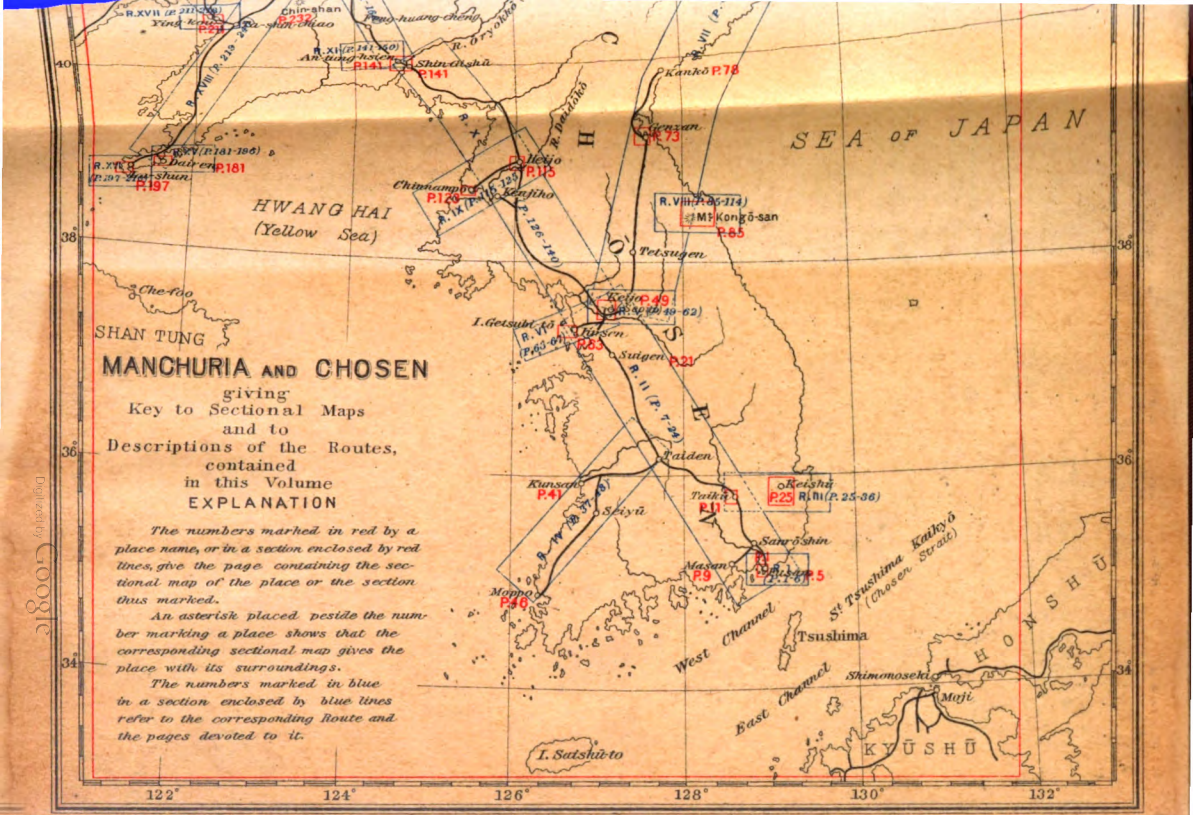

MANCHURIA AND CHOSEN

giving

Key to Sectional Maps
and to
Descriptions of the Routes,
contained
in this Volume

EXPLANATION

The numbers marked in red by a place name, or in a section enclosed by red lines, give the page containing the sectional map of the place or the section thus marked.

An asterisk placed beside the number marking a place shows that the corresponding sectional map gives the place with its surroundings.

The numbers marked in blue in a section enclosed by blue lines refer to the corresponding Route and the pages devoted to it.

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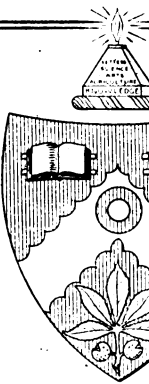

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AN

OFFICIAL GUIDE

TO

EASTERN ASIA

VOL. 1

CHŌSEN & MANCHURIA

SIBERIA

SECOND EDITION

PREPARED BY

THE DEPARTMENT OF RAILWAYS

TOKYO, JAPAN

1920

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PREFACE.

THE chief aim of this Official Guide-Book for Eastern Asia is to supply the traveller from Europe or America with such information as will enable him more thoroughly to enjoy and appreciate the objects of interest he meets with on his tour. Eastern Asia, under which term are included Manchuria, Chōsen, Japan Proper, China Proper, Farther India, and the South Sea Islands, not only possesses charming attractions for the ordinary tourist, with its changing aspects of nature and humanity, its store of ancient traditions and its curious arts, but also opens up to business men and capitalists many new lines for undertakings or investments. It is hoped that the latter class of visitors also will find this book useful for the information it supplies on trade and industry.

Besides the old routes of travel by sea, the lately opened Siberian and Manchurian Railways, with their connecting arrangement both in Western Europe and in Eastern Asia, provide an excellent Trans-Continental passage,—conveying passengers from Europe to Asia in two weeks. Taking advantage of this route, various railway companies have already entered into an arrangement for maintaining the International Through-Traffic Service *via* the Siberian Railway, the Round Trip Service through the Eastern Hemisphere, and the Round the World Service *via* the Siberian Railway and the Canadian Pacific Line. It is in view of the rapidly growing traffic and travel consequent upon the opening of these facilities that the present Guide-Book has been prepared; for it has been felt that the lack of a reliable and comprehensive guide-book on these countries must be a source of regret and inconvenience to most visitors.

The Imperial Japanese Railway Board made plans in 1908 for the preparation of such a guide-book as would fill a long-felt want. During 1908 and 1909 experts were dispatched to Chōsen, Manchuria, China Proper, Farther India, and the South Sea Islands, in order to collect materials. Their reports, together with some information of later date, have supplied the bulk of the matter from which the present work was compiled.

The arrangement of the book follows the route of travel beginning at Western Europe and leading to Eastern Asia *via* the Siberian Railway: the *1st* Vol. being devoted to General Remarks on the Trans-Continental and other routes of travel between Europe and Asia, and to Manchuria and Chōsen; the *2nd* Vol. to Japan Proper and the islands belonging to it; the *3rd* Vol. to China Proper, Farther India, and the South Sea Islands.

Although the compilers believe they have succeeded in some cases in bringing the information concerning modern conditions

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strictly up to date, yet they were compelled to rest content in many other cases with facts a few years behind—a defect almost inseparable from a work of this scope; thus—

(a) The account of the Trans-Continental Route is based on actual condition in June 1913, and that of other routes on facts supplied in 1910–1911.

(b) The description of Manchuria and Chōsen has been written from the materials gathered in 1908–1910, with some additions of later date, in some cases as recent as March 1913. It is really impossible in a book of this kind to keep pace with such rapidly changing places as Harbin, Dairen, Antung, Shin-Gishū, *etc.*

(c) In the case of Japan Proper, most remarks are based on actual condition at the end of 1912 (statistics on the returns of 1910), though in some cases corrections have been made in view of later changes which took place before June 1913.

(d) With regard to China Proper, the facts are in the main those obtained in 1908–1910. Though many revisions were made in the original text in view of the recent revolutionary outbreak, the country was still so unsettled that no thorough revision has been possible. In regard to leading railways in China, the information given is based on reports as late as June 1913.

(e) In the case of Farther India, and the South Sea Islands, the materials collected by the experts in 1908–1909 make up the main bulk of the account given in the book, though several additions and corrections were made from later reports.

It is hoped that the Maps and Plans contained in these volumes will be found serviceable to travellers. They were prepared under great difficulties,—particularly those relating to Manchuria, China Proper, Farther India, and the South Sea Islands, (no results of accurate surveys being available in the case of these countries). But no pains have been spared to make the included maps both accurate and useful.

By way of explanation it may be here remarked that (1) to the names of bays, capes, mountains, lakes, rivers, *etc.* are prefixed their English abbreviations, B., C., Mt., L., R., *etc.* thus distinguishing them from the names of other places; (2) places in the colonies of Japan are all represented by their Japanese names instead of the native terms, though in some cases their English equivalents are added in parentheses; (3) regarding Manchuria and China Proper,—places in the leased territories are designated by the names by which they are called by the *de facto* authorities, while in the case of all other localities, the better known places are marked with the names familiar among European residents, and the less known ones either according to the local pronunciation or the mandarin dialect.

The book is profusely illustrated with photographic prints, depicting much of the characteristic scenery of the different countries, as well as many of the customs and arts of their inhabitants, and it is hoped that these will be of substantial help in making clear the

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accounts relating to the Eastern peoples, whose life and manners differ so widely from those of the peoples of the West.

The names of Hotels, Inns, and Restaurants have been collected with much care. The order in which they are mentioned does not necessarily indicate the order of preference; moreover it is possible that there may be some really good ones not found in the lists. Carriage and *jinrikisha* fares generally have an upward tendency, and the tariff tables in the book should be regarded as an approximate statement only.

Accuracy, comprehensiveness, and conciseness, have been aimed at in the preparation of this book, but it is possible, especially in the present first edition, that the ideal has not been fully realized. Corrections will be made in later editions. This remark applies also to photographic prints, many of which will, it is hoped, be replaced by better ones in the future.

Finally, the thanks of the compilers are tendered to those officials and reporters, both home and foreign, located in the spots mentioned in the book, who have rendered valuable assistance in the preparation of this handbook. It is also hoped that they and others will kindly continue to perform good offices by pointing out mistakes or supplying newer information.

Imperial Japanese Government Railways.

Tōkyo, August 1913.

PREFACE

TO

THE SECOND EDITION

A COMPLETE REVISION OF THE FIRST EDITION.

Our "Official Guide to Eastern Asia", the compilation of which was commenced in 1908, so far comprises five volumes, i.e., "Manchuria and Chōsen" (Vol. I), "Japan" (Vols. II and III), "China" (Vol. IV), and "East Indies" (Vol. V), all these having been completed in the course of five years (1913-17). Tens of thousands of copies have been sold up to the present. Vol. I, above all, which, as the first of the series, was published in August, 1913, had met, even during the great European War, with such a warm reception from the Western visitors to the East, that all the copies had been sold out by the end of last year.

The enthusiastic welcome accorded to this *vade-mecum* bears an eloquent witness to the ardor with which the Occidental traveler studies the Orient and things Oriental, as well as to the opportuneness of its publication. This consideration makes us realize that all the greater responsibility has devolved upon our shoulders.

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A revised and extended edition of these volumes having, accordingly, been decided on, that of the volume treating of "Manchuria and Chōsen" has been taken up as the first item thereof. In the seven years which have elapsed since its first publication, there have taken place a great many changes in all departments of life both at home and abroad. Besides, the arrangement of the material as well as the general make-up of the book—typographical and otherwise—have proved far from satisfactory. All this has made it necessary to effect a thorough overhaul of the work, fragmentary additions or partial revisions being inadequate for the purpose. We have got material collected by our experts specially despatched to Chōsen and Manchuria, so as to bring the information up to date. In the light of the fresh material thus gathered at first hand, and with the maps, plans, and photographic prints newly prepared, we have endeavored to carry out a drastic revision of all the contents from cover to cover.

Had we had ample time at our disposal, this work of revision would by no means have been particularly onerous. But, as all the copies of the first edition were gone, while there was an ever-increasing demand for the book, we could ill afford to postpone its re-publication any longer. We had to begin the work, therefore, without delay, and have continued it with haste, completing in ten short months everything from start to finish,—the collection of material, the re-writing of the text, the re-drawing of maps and plans, the founding of new types and setting them up, the printing, the binding, etc., etc.

In the preparation of the present volume, the accuracy of the information rather than the ornateness of the diction has been aimed at all through; yet, owing to the shortness of the time allotted to the task, there may have crept into the text of maps oversights of one kind or another. Corrections and suggestions for improvement will be gratefully acknowledged by the compilers.

Department of Railways.

October 1, 1920,

Five days before the first meeting in Tokyo of the International Sunday School Convention.

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127°
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AJANG
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SHAOLIN
HUNHUZSKI
UCHIMIN
UCHIMINO
MEMPO
VEISHAHO
SHIHTOUCHENGTZU
SAVLINTZU
SHANLINTZU
RIDAHOTZU
HANTAOHOTZU
SHIHO
MUDANJANG
MODAOSHIH
KAILIN
Wa-chang
Hsiao-shih-tien
Fatahetan
Shui-tsai-ho
Ta-sheng-wa-tu
CHANG
Hsiao-shan-hsien-tzu
XI-RIN
Ning-ta
(Ning-an)
Lan-chi-kou
Erchan
Nan-hsu
(L. Birch)
Dingot
Tsai-la-chan
Kanshoho
Kyugu
KEISHOHOKUDO
Shō-shū
Seisho
YEN-CH
Pin-chou
Sai-chotch
Chang-shou
(Tung-pan)
Fang-cheng
Tung-ho
(Ta-tung)
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Shu-lan
Sai-chan
Ta-lai-chan
Nan-tien-men
E-mu
Tui-tung-erh-chan
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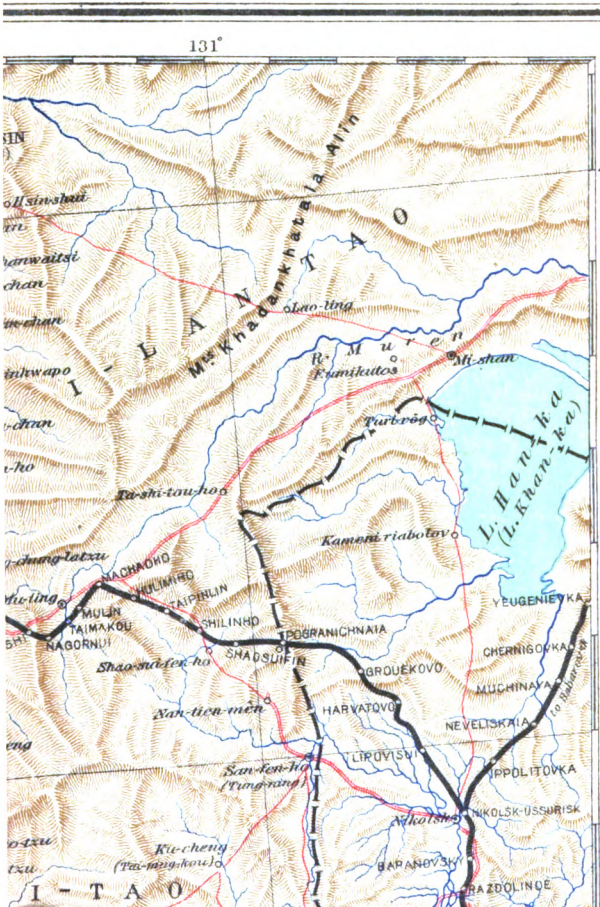

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PART I. INTRODUCTION.

Chapter I. Transportation.

Between Europe, America, Eastern Asia.

The ten years following the Russo-Japanese War (1905–1914) mark an important epoch in the progress of the Europe-Asia transportation *via* Siberia. The steamship companies of various countries, stimulated by the progress of Trans-Continental Service, displayed great activity in the Orient, and the East and the West were brought into closer touch than ever before. The conspicuous feature of the progress was the shortening of the time required for the journey from Europe to Asia. The most rapid journey between Europe and Asia before the great World War was as follows:

Europe—Asia Trans-Continental Route.

Route	Destination	Distance mls.	Time days
LONDON (*via* Ostend) to	Shanghai *via* Dairen	8,097	14
	Tōkyo *via* Fusan (Chōsen)	8,816	14¼
	Tōkyo *via* Vladivostok	8,207	14½
	Tōkyo *via* Dairen	8,621	15

Suez and American Routes Compared.

Route		Steamer		Shanghai	Yokohama
SHANGHAI or YOKOHAMA to LONDON	*Via* Suez	P. & O. S. N.; Ry. to Brindisi	P. & O.	*11,092mls. 31 days	38 days
		N. German Lloyd; Ry. to Naples		*11,223 33 ,,	40 ,,
		M. M. Mail; Ry. to Marseilles		*11,134 34 ,,	39 ,,
		P. & O. S. N. or N. Y. K.		*12,281 38 ,,	59 ,,
	Via America	Canadian Pacific Mail *via* St. Lawrence		*12,533 32 ,,	26 ,,
		Pacific & Oriental *via* N. Y. & San Francisco		*14,793 36–38,,	28 ,,
		N. Y. K. & O. S. K. *via* N. Y. & Seattle or Tacoma.		*13,235 38–41,,	29 ,,

*These distances, given in statute miles, are those between London and Shanghai; between Shanghai and Yokohama, 1,370 mls..

The Siberian Express maintained a service twice a week and each of the great steamship companies had one mail service every other week. All traffic equipment was up-to-date and there was a wide choice of routes. But on the outbreak of the great war in 1914 the passenger traffic on the Siberian Railway was, first of all, suspended; then the sea outes, gradually became irregular, and shipping shortage began to be keenly felt. At this writing the Europe-Asia traffic is still demoralized, and therefore little can be said with exactness in regard to Europe-Asia routes; except on a few special points. When further details are available, they will be added in a later edition.

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(1) The Siberian Routes.

Before the war two Europe-Asia express trains started every week from each end, and the tourist from London or Paris could reach Shanghai or Tokyo on the fourteenth or fifteenth day. But these were suspended by the exigencies of the war, and now on account of the Russian Revolution there are no signs of their revival in the near future. This is also the case with the other through trains, once or twice daily, except the slow trains between Vladivostok, Harbin, Manchuria, and Changchun (Kuan-cheng-tzu). Even these are liable to irregularities and the passenger must be prepared for various unexpected inconveniences.

(2) North American Routes.

Europe-Asia transportation *via* North America can be effected by crossing the Atlantic Ocean, the North American Continent and the Pacific Ocean. The present state of these routes is as follows:—

Trans-Atlantic Sea Route. Several liners start every day from London, Liverpool, and other European ports for New York, Boston, and other ports in the United States and Canada and *vice versa*, completing the voyage in 5 to 8 days.

Even this Atlantic route suffers in no small degree from shipping shortage and even now, two years after the Armistice, difficulty is often experienced in securing accommodations. It is, therefore, needless to say that arrangements for the passage should be made as early as possible.

North American Overland Routes. The North American Continent can be crossed in the northern, the middle, or the southern part. ***The Northern Route*** is *via* the Canadian Pacific Railway which connect with Canadian Pacific ships navigating the Atlantic and the Pacific. As the Canadian Pacific Railway Company issues land-and-sea through tickets, the tourist on this Route is saved many of the worries ordinarily attending long journeys. The Canadian Pacific liners on the Pacific make the trip in the shortest time.

The Middle Route. The tourist who takes the middle route travels from New York on the New York Central Lines, the Pennsylvania Railroad, or alternative lines, to Chicago, St. Paul, St. Louis, or Kansas City, and thence on either the Great Northern or the Northern Pacific System, or the Chicago, Milwaukee Puget Sound System, the Union Pacific Atchison, Topeka and Santa Fé System and arrives at one of the several ports on the Pacific Coast. ***The Southern Route*** comprises the southern line of the Pennsylvania Railroad *via* Philadelphia, Washington, and New Orleans, the tourist finally arriving at San Francisco by the Southern Pacific Railway. The trans-American journey by either of these routes takes from 4 to 6 days, the time required differing according to the railways or trains chosen.

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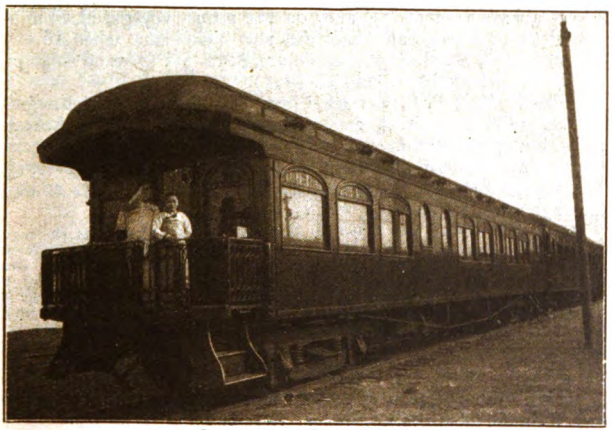
Pacific Route. The traveler for Japan, China, Hongkong, Manila, etc., crosses the Pacific Ocean from the coast of North America. There are two principal routes. One starts from Vancouver, Seattle, or Tacoma in the north, and goes directly to Yokohama. Its merit consists in the shortness of the voyage. The other starts from San Francisco and touches Honolulu. Its special advantage lies in the opportunity given to the tourist of seeing something of the Hawaiian Islands. The steamers are generally furnished with modern equipment for the convenience and the enjoyment of the passenger. Important among the steamer lines are the following:



OBSERVATION CAR, S. M. R.

Direct Trans-Pacific Routes:—Canadian Pacific Ocean Services. Vancouver-Hongkong Line—once in two or three weeks, calling at Yokohama, Moji (or Nagasaki), Shanghai, or Manila (alternately). On their homeward voyage the steamers sometimes call at Shimizu. The voyage between Vancouver and Yokohama takes 10 days (passage rates, 1st cl. $300—minimum). Through journey from London to Yokohama, 22 days (passage rates, $150 for the Atlantic passage, $91 for railroad journey from Atlantic port to Vancouver, in addition to the rates across the Pacific).

Nippon Yusen Kaisha's American Service: Seattle-Hongkong Line. Steamer starts fortnightly, calling at Victoria, B. C.; Yokohama, Kobé, Nagasaki, Shanghai, or Manila (alternately). On the eastward voyage, steamers sometimes call at Yokka-ichi or Shimizu. The voyage between Seattle and Yokohama takes 14 days. (Passage rates 1st cl. $250—minimum, 2nd cl. $150). For through

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journey from London to Yokohama add $195 (minimum) for Atlantic passage, and $91 for overland railway.

Osaka Shōsen Kaisha's Puget Sound Line: Tacoma-Hongkong Service—sailings fortnightly, calling at Seattle, Victoria, Yokohama, Kobe, Moji or Nagasaki (alternately), Shanghai or Manila (alternately). On the eastward voyage the steamer sometimes calls at Yokka-ichi and Shimizu. The voyage between Seattle and Yokohama takes 14 days; passage rates; 1st cl. $157-175 according to the ships).

Trans-Pacific Routes, via Hawaii. Tōyō Kisen Kaisha S. S. Service: San Francisco-Hongkong Line. Steamers sail fortnightly, calling at Honolulu, Yokohama, Kobe, Nagasaki, Shanghai or Manila (not always alternately), and, on the return voyage, at Shimizu. The voyage between San Francisco and Yokohama takes 16 days; (passage rates, 1st cl. $250—minimum, $172-335 extra on ships provided with private baths, 2nd cl. $125).

Pacific Mail S. S. Service: San Francisco to Hongkong—A steamer sails once in 4 weeks, calling at Honolulu, Yokohama, Kobe, Shanghai, Manila, etc. On the westward voyage the steamer stops 5 days at Manila, making no stop there on the return voyage. The voyage between San Francisco and Yokohama takes 20 days; (passage rates, 1st cl. $250, 2nd cl. $166.65).

N.B. Journey by Rail between Japanese Ports. First class passengers on the Pacific liners and principal liners *via* Suez (described in the following pages) have the privilege of traveling from one Japanese port to another (from Yokohama or Kobe to Moji or Nagasaki or *vice versa*) by rail, tickets of the same class as that of the steamer being supplied without extra charge by the steamship company or its agency at the port of landing. These tickets do not include transit duty, extra express fare, or meals and berths on trains, etc.

(3) Suez Route.

Until the outbreak of the war four large steamship companies, owned in Great Britain, France, Germany and Japan respectively, a fortnightly service between Europe and the Far East, and an Austrian Company operated a monthly service. The Peninsular and Oriental Steamship Navigation Co. (British), the Messageries Maritimes Cie (French), and the Norddeutscher Lloyd (German) furnishing first-class steamers for this route, were strong competors. At the outbreak of the war the German ships, first of all, withdrew and then the British and French steamers became gradually less in number until Japan, alone, maintained the Europe-Asia overseas transportation with a fortnightly service *via* Cape Town; and even now, two years after the War, the regular service on this route is kept up by the Nippon Yusen Kaisha alone, other services being irregular, with few ships. Following is a description of the principal services on this route at present.

N. Y. K's European Line. Antwerp-London-Yokohama. A steamer sails fortnightly, calling at Marseilles, Port Said, Colombo, Singapore, Hongkong, Shanghai, Kobe, etc. The voyage between

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London and Kobe takes 48 days (passage rates, lst cl., £72; 2nd, cl. £50); between London and Shanghai 45 days (passage rates, lst cl. £66, 2nd cl. £46); between Marseilles and Shanghai, the voyage takes 8 days less (passage rates, 1st cl., £6, 2nd cl. less £4).

P & O's Service. London to Yokohama. Two or three ships sail every month, calling at Marseilles, Colombo, Bombay (alternately) Penang, Singapore, Hongkong, Shanghai, Kobe, etc. The service is not regular. The voyage between London and Kobe takes 54–57 days; (passage rates, lst cl. £122–128, 2nd cl. £84–90); to Shanghai £4 for lst cl. and £2 for 2nd cl. less.

M. M. Cie's Service. Marseilles to Yokohama. One or two ships sail monthly, calling at Port Said, Djibouti, Colombo, Singapore, Saigon, Haiphong, Hongkong, Shanghai, Kobe, etc. The service is not regular. The voyage between Marseilles and Yokohama takes 47–50 days, (passage rates lst cl. £161, 2nd cl. £108).

Trieste Lloyd S. S. Service. Trieste-Yokohama. A steamer sails once in 4 weeks, calling at Venice, Brindisi, Port Said, Penang, Singapore, Hongkong, Shanghai, Moji, Kobe, etc. The voyage between Trieste and Yokohama takes 42–45 days, (passage rates, lst cl. £105, 2nd cl. £70).

(4) South American Route

The South American route is a comparatively new one and is divided into the western and the eastern coast lines.

Western Coast Line. Hongkong to Valparaiso, by Tōyō Kisen Kaisha S.S. Service. A steamer leaves every two months, calling at Iquique, Arica, Mollendo, Callao, Balbod (Panama), Salina, Cruz, San Pedro (Los Angeles), San Francisco, Hilo, Honolulu. Yokohama, Kobe, Moji, etc. The voyage between Valparaiso and Yokohama takes 41 days, between San Francisco and Yokohama 28 days, (passage rates:, Valparaiso to Yokohama, lst cl. Amer. $ 262; 2nd cl. $162.50).

Eastern Coast Line. Yokohama to Buenos Ayres, by Osaka Shōsen Kaisha S. S. Service steamer sails seven times a year, calling at Kobe, Nagasaki, Hongkong, Singapore, Durban, Cape Town, Rio de Janeiro, Santos, etc. On the return voyage the steamer sometimes goes north fom Buenos Ayres along the eastern coast of South America and return to Yokohama *via* San Lucia, Havana, New Orleans, Panama Canal, etc. The voyage between Buenos Ayres and Yokohama (*via* Cape Town) 77 days, (*via* Panama) 100–110 days, passage rates, lst cl. £60.

Japan-Chōsen-China Transportation.

Both railway and steamer transportation between Japan and China has greatly developed in recent years. There are 10 routes which, however, may be classified into the Chōsen-Manchuria routes and thesea routes.

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The traveler for China Proper who desires to pass through Chōsen and Manchuria *en route*, generally enters North China by rail, landing either at Fusan, Dairen, Vladivostok, Jinsen (Chemulpo), or Seishin. The Fusan route is the shortest route connecting Tokyo and Peking, and Fusan the most common port of landing. Being on the main line of transportation between Japan and China, it provides many traffic facilities. The other routes by which the traveler lands, Dairen, Vladivostok, Jinsen or Seishin, are resorted to only when it is desirable to pass through one of these districts. All these subsidiary routes eventually join the main route.

Other routes are the Tientsin and Ching-tao routes for North China, the Shanghai and Hongkong routes for Central and South China, and the route to South China *via* Taiwan (Formosa). Among these the Shanghai route is the most important, with many ships sailing between Shanghai and the Japanese ports. The large rivers of South China, with their numberless ships furnish facilities for the great coast-wide trade.

(1) Japan-China Railway Connection.

A tourist in Japan desirous of visiting China by the main route should take one of the two through express trains between Tokyo and Shimonoseki. At Shimonoseki board a Shimonoseki-Fusan connecting steamer (in Kyūshū there is a train service connecting with the same), which makes the trip in about 11 hours.

The direct route to China Proper is by the South Manchuria Railway between Fusan and Mukden (761.7 mls.) and the Chinese Government Railways between Mukden and Peking (522 mls. Total 1,283.7 mls.), the connection being made at Mukden Station (S. M. R.). On these railways two through trains run daily making the journey in 48 hours. The trip from Tokyo to Peking in three and a half days. Besides the main route there are through routes between important places in China and Japan for which combination tickets for railway and steamer are issued. Arrangements for transfers are made in a systematic way, without friction. Below is given a list of the principal railways now open:

N. B. The railways marked with an asterisk* have special arrangements for traffic connection between Japan and China.

The Railways in Chōsen (Korea).

	mls.
*Keijō-Fusan Line	280.6
Masan Line—Sanrōshin to Masan	24.8
Keijō-Genzan Line—Ryūzan to Genzan	138.4
*Keijo-Shingishū Line	310.3
Kenjiho Line—Koshu to Kenjiho	8.2
Heijo Colliery Line	16.1
*Keijō-Jinsen Line—Eitōho to Jinsen (Chemulpo)	18.4
Taiden—Moppo Line (including Kunsan Branch)	176.0
Kankyō Line: Genzan to Kankō	77.0
Kankyō Line: Yujo to Ranan	9.3
Kankyō Line: Seishin to Kainei	58.1
*Heijō-Chinnampo Line	34.3

These railways are owned by the Government General of Chōsen and are operated by the South Manchuria Railway Company.

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The Railways in Manchuria

	mls.		mls.
*Antung-Mukden Line	170.8	*Trunk Line—Dairen Pier to Mukden and Changchun 437.6 } S. M. R.	
*Ryojun Line—Chou-shui-tzu to Port Arthur	31.6	*Yingkou Line—Ta-shih-chiao to Yingkou 13.9 }	
Fushun Line—Su-chia-tun to Fushun	30.9	Ssu-ping-kai—Cheng-chia-tun Railway	54.6
Kirin-Changchun Railway—Changchun (Tou-tao-kou Station in the compound of S. M. R. Station) to Kirin	79.1	South Line of Chinese Eastern Railway—Changchun to Harbin	150.0

The Railways in China Proper

	mls.		mls.
*Peking-Mukden Railway—Mukden (Shen-yang Station) to Peking(Chen-yang-men Station)	522.6	Lincheng-Tsaochwang Branch	19.0
Yingkou Branch Line—Kou-pan-tzu to Yingkou (Ho-pei Station)	56.6	Chentangchwang-Liangwangchwang Branch	16.0
Peking—Tung-chou Branch Line	15.3		mls.
*Peking—Sui-yuan Railway—Feng-tai Station to Feng-chen	266.0	Hsuchowfu-Hwanyingtang (*via* Cheng-chow) Line	345.0
Chenyangmen to Hsichimen (Peking)	9.6	Chinan-Chingtao Line	246.0
Hsichimen—Mentoukow Branch	16.0	Changtien-Poshan Branch	24.3
*Peking-Hankow Line	755.0	Kiukiang-Nanchang Line	82.0
Changsintien Fengtai Branch	6.0	Tayeh Mines Railway (Tiehshan-fu to Huanshihkang)	17.0
Liangsiang—Tuli Branch	17.0	*Shanghai-Nanking Line	193.0
Liuliho Chowkowtien Branch	10.0	Shanghai-Woosung Branch	10.0
Kaopeitien—Hsiling (Imperial Tombs) Branch	26.7	Kiangkou to Nanking City Branch	8.5
Kaoyihsien—Lincheng Branch	15.0	*Shanghai-Hangchow Line	129.5
Chengtinfu-Taiyuanfu Line (Shih-kiachwang on the Peking-Hankow Line to Taiyuanfu)	151.5	Ningpo-Tsao-Ngo River Line	48.0
Taokow-Chinhua Line	95.0	Changchowfu-Amoy Line	24.0
*Tientsin-Pukow Line	631.0	Swatow-Chaochowfu Line	24.5
Yenchowfu-Tsiningchow Branch	19.0	Canton-Kowloon Line	112.0
		Canton-Samshui Line	32.0
		Canton-Shiuchow Line	193.4
		Wuchang-Changsha Line	247.6
		Chuchow-Pingsiang Line	62.0
		Kongyik-Samkapoi Line	69.0
		Laokai-Yunnanfu Line	291.0

The total mileage of these railways is 7,163 of which 1,151.5 represents the railways in Chōsen, 966.7 the railways in Manchuria and 5,055. 8 the railways in China Proper. Details concerning these railways are given with the general description of the districts through which they run. In order to furnish information regarding the various routes the following outline of the Japan-China Combination Service is given:

(2) Japan-China Combination Service.

For the Tōkaidō, Sanyō, and Kyūshū lines of the Japanese Government Railways and the Peking-Mukden, Peking-Sui-yuan, Peking-Hankou, Tientsin-Pukou, Shanghai-Nanking, and Shanghai-Hangchow-Ningpo Lines of the Chinese Government Railways, combination through-tickets are issued.

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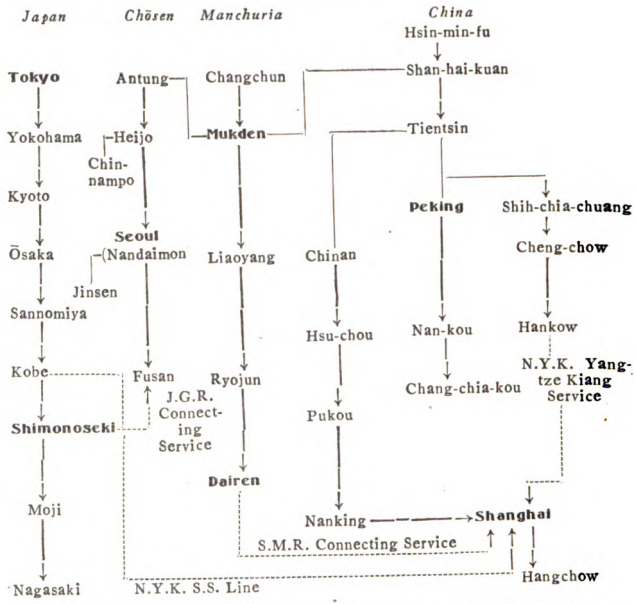
Combination Routes. Combination through-tickets are issued at the stations of any of the place named below and at the ticket offices in the cities. In Kobe, Nagasaki, Hangkou, or Shanghai, combination tickets can also be obtained at the office or agency of the steam ship companies.

Japan-China Combination Traffic.



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Combination Tickets. Combination tickets are issued for first, second and third classes, and are of the following kinds: single, return, party, overland, and circular.

Single and return tickets issued for the railway journeys of the above traffic combinations do not include passage on steamers of the Nippon Yūsen Kaisha or the Nisshin Kisen Kaisha. A single ticket (available for 40 days) is sold for the sum total of the ordinary railway fares, and a return ticket (available for 110 days) for 20 per cent less than the total sum. For example:

Between Tokyo and Peking.

	1st cl.	2nd cl.
	¥	¥
Single.....	145.08	92.82
Return ...	232.12	148.50

Between Osaka and Hankow.

	1st cl.	2nd cl.
	¥	¥
Single.....	203.83	131.99
Return	326.12	211.18

These figures are computed at the average rate of exchange for the six months of January to June, 1920, and consequently subject to variations due to the fluctuations of exchange.

A party of ten or more tourists intending to return or a circular trip between Japan and China may obtain a party ticket (available for 2 months) at a discount of 25 to 50 per cent from ordinary fares, according to the size of the party and the length of the trip.

Japan-China Overland Tours. Travelers, holding 1st class steamer tickets between Yokohama and Shanghai or Hankow, east bound or west bound, are permitted to change to overland travel on railway tickets issued by the following steamship companies:

Nippon Yūsen Kaisha; Tōyō Kisen Kaisha; Canadian Pacific Ocean Services; and Pacific Mail S. S. Co.

Overland Routes:—Yokohama-Shanghai, or vice versa. Landing at Yokohama, tourists first go to Tōkyō (In case of limited time the express can be boarded at Yokohama) and take the train to Shimonoseki on the Tōkaidō and San-yō Lines, including a ferry trip from Miyajima to Itsukushima, (if desired, *via* Yamada and Nara by the Kansai Line between Nagoya and Kyōto or Ōsaka). It is necessary to cross the channel from Shimonoseki to Fusan after which the railway journey is continued to Peking *via* Antung, Mukden, and Tientsin. Returning from Peking to Tientsin, the Tientsin-Pukow Line is taken down to Pukow, *via* Chinan, and then the Shanghai-Nanking Line to Shanghai, from where the steamer is taken to Yokohama. When landing at Shanghai, the route is followed in the opposite direction.

Yokohama to Hankow or vice versa. From Yokohama to Peking the same route as described above should be followed, with the additional trip from Peking to Hankow on the Peking-Hankow Line. This ticket does not include passage between Hankow and Shanghai, for which a reduction certificate is issued.

Period of Availability: 3 months, including day of issue. Within this period, passengers are entitled to stop over at the prin-

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cipal cities and places of interest and resume their journey by express trains without additional payment.

Passengers holding Overland Tour Tickets and desiring to make a trip to Nikkō and return (Ueno Station, Tokyo) may purchase a ticket, having it attached to the Overland Tour Ticket, at a reduced rate, as follows: ¥9.00 for 1st cl. and ¥6.00 for 2nd cl. (children, half fare).

Overland Railway Fare. Yokohama-Shanghai—¥200; Yokohama-Hankow—¥180 (both including Express Charges but not Berth Charges). About 30 per cent reduction on regular cost of travel is made on Overland Tour Tickets.

The same rules regarding stop-overs, children's fares, and reservations of sleeping berths, apply as for Through Single Tickets.

Japan-China Circular Ticket. A circular ticket, available for 4 months, is issued at a discount of 30 per cent on railway fares and 25 per cent on steamship rates for the following routes:

Route 1. In Route 1, the tourist starting from one of the cities in Japan, designated in the Japan-China combination traffic system shown on page xxvi, to Peking *via* Chōsen and Manchuria, proceeds to Hankow by the Peking-Hankow Line, sailing down the Yang-tze-kiang on a N. K. K. steamer and returning from Shanghai to the place of departure on a N. Y. K. steamer—or the reverse of this route.

Route 2. In Route 2, the tourist follows Route 1 as far as Peking, thence returns to Tientsin, visiting Pukou and Nanking on the Tientsin-Pukou Line, continuing to Shanghai by the Shanghai-Nanking Railway and returning to the place of departure the same way as Route 1, the reverse of this route.

On either route the first and second class passengers are permitted to travel either by rail or by steamer between Nanking and Shanghai.

Circular Trip Fares. In addition to the first, second and third classes, there is an arrangement which enables the tourist to travel first class on the steamers and second class on the railways. For example:

Place of Departure: Tokyo.

	(1st cl.)	(2nd cl.)	(2nd cl. by rail, 1st cl. on steamer)
Route 1 and 2...	¥142.10	¥91.1	¥110.40

N.B. The second class fare of Route 1 includes extra class passage on N. K. K. steamers between Hankow and Shanghai. There are, if the passenger prefers to take special second class on the steamer the difference of passage between the extra class and the special second class will be refunded.

Fares are subject to variations due to fluctuations in the rate of exchange.

Baggage Allowance. The baggage allowance of the holder of a Japan-China combination ticket, whether the ticket is single, return, party, overland, or circular, is as follows: 1st cl. 160 lbs. 2nd cl. 120 lbs. Excess baggage is charged for according to prescribed rates on the steamers in the routes of a circular ticket, the baggage allowance is as follows:

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N. Y. K. Routes.....	1st cl.	2nd cl.
N. K. K.....	extra cl.	special 2nd cl.
Weight (in lbs.).....	350	250
Volume (in cubic feet)	40	30

Rates for Children. With all tickets of the Japan-China combination service, children of 4 years of age and under are carried free, while children over 4 and under 12 are charged for at half fare.

N. B. Extra Express and Sleeping Berth Charges. The fares given above do not include express or sleeping berth charges on the railways. These charges vary according to the class of the ticket. In order to secure a sleeping berth, application should be made at the station as early as possible.

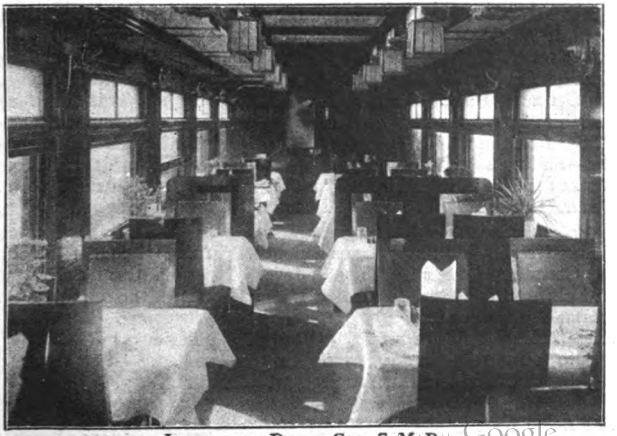
Engagement of Cabins. The traveler on an overland or circular trip should engage steamer accommodations at the time of buying ticket.

Discount allowed on Side Trips. The buyer of a circular ticket is supplied with slips, in exchange for which he can get a 30 per cent discount on the following side trips.

Railways in Chōsen: between Eitōho and Jinsen.
South Manchuria Railways: between Mukden and Dairen.
Peking-Mukden Railway: between Kou-pang-tzu and Yingkou
Peking-Suiyuan Railway: between Peking and Chang-chia-kou.
Shanghai-Hangchow-Ningpo Railway: between Shanghai (North Station) and Hangchow.

(3) Arrangement between Japan and Manchuria.

Besides this combination service between China and Japan, there is a connection service between the Japanese Government Railways and the South Manchuria Railways. The holder of a



Interior of Dining Car, S. M. R.

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through ticket, moreover, may take an O. S. K. steamer between Dairen and a Japanese port. In such cases a through ticket is practically equivalent to a circular ticket.

For further details bearing upon the combination or connection service, the tourist is advised to inquire at the Passenger Traffic Bureau, Department of Railways, or the Traffic Section of Tokyo, Nagoya, Kobe, or Moji Divisions, Department of Railways, or at any of the stations which issue combination or connection tickets.

The Eastern Sea Routes.

(a) The Sea of Japan. ***Tsuruga-Vladivostok Line:***—Direct services. By the Ōsaka Shōsen Kaisha—Sailing weekly. Distance 489 miles. Time required, 42 hours. Passage rates: 1st cl. ¥45, 2nd cl. ¥25. ***Vladivostok Cruise Lines.*** By the Osaka Shōsen Kaisha—Sailing fortnightly. From Otaru direct to Vladivostok —distance 420 mls. Time about 48 hrs. Passage rates: lst cl. ¥24.50, 2nd cl. ¥14. From Vladivostok to Otaru *via* Nanao, Fushiki, Niigata, Ebisu, and Hakodate, or from Otaru to Vladivostok *via* Fushiki or Nanao (between Nanao and Vladivostok, 453 mls.) or from Vladivostok direct to Otaru. Time and rates about the same as those of the Otaru-Vladivostok route. ***Ōsaka and Kōbe-Vladivostok Line,*** by the Chōsen Yūsen Kaisha—Sailing thrice monthly. From Ōsaka and Kobe to Vladivostok *via* Moji, Fusan Genzan, Jōshin. Between Moji and Vladivostok, 6 days.

Ōsaka-Seishin Line, by the Ōsaka Shōsen Kaisha—Sailing weekly. From Ōsaka and Kōbe to Seishin, *via* Ujina, Moji, Fusan, Genzan, Seikoshin, Shimpo, Jōshin (last three ports are touched alternately no outward and homeward voyages. Distance to Seishin, 941 miles. Time required about 7 days (5 days from Moji). Passage rates: 1st cl. ¥46.50, 2nd cl. ¥31. ***Tsuruga-Seishin Line,*** by the Chōsen Yūsen Kaisha—Sailing thrice monthly. Tsuruga to Seishin *via* Genzan, Jōshin. Time required about 4 days. This line may be utilized by those who wish to visit the Diamond Mountain (See P. 85) from Japan. ***Genzan-Yūki Line,*** by the Chōsen Yūsen Kaisha—Sailing 15 times a month (generally every other day). From Genzan to Yūki or Seisuira *via* Seishin and to 10 intermediate ports. Genzan to Seishin, 3-4 days. Passage rates: 1st cl. ¥12, 2nd cl. ¥8.

Hakodate-Karafuto (Japanese Saghalien) Line, by the Nippon Yūsen Kaisha—Sailing 7 times a month. From Hakodate to Maoka *via* Otaru and Ōtomari. Time, 3 days. Passage rates: 1st cl. ¥27, 2nd cl. ¥18.20; Otaru to Maoka, 1st cl. ¥23.40; 2nd cl. ¥15.60. ***Otaru-Tomarioro (Karafuto) Line,*** by the Kita Nippon Kisen Kaisha—Sailing thrice monthly. Otaru to Tomarioro *via* Ōtomari, Honto (on the homeward voyage only), Nodakan. Time required 2-3 days. Passage rates: 1st cl. ¥37.50, 2nd cl. ¥25.

(b) The Yellow Sea and the Pechili. ***Ōsaka and Kōbe-Shanghai Line,*** by the Nippon Yūsen Kaisha—Sailing twice weekly.

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From Ōsaka, Kōbe and Moji to Shanghai. Distance 790 miles. Time, about 3 days. Passage rates: 1st cl. ¥57, 2nd cl. ¥35.50. Between Moji and Shanghai, 2 days: passage rates, 1st. cl. ¥44, 2nd cl. ¥27.50.

Yokohama-Shanghai Line, by the Nippon Yūsen Kaisha—Sailing weekly. Yokohama to Shanghai, *via* Nagoya, Kōbe, Moji and Nagasaki. Steamers call at Nagoya only once in 3 weeks and then they do not call at Moji. Distance 1,203 miles. Time, 6 days. Passage rates: 1st cl. ¥71, 2nd cl. ¥44.50. From Nagasaki to Shanghai: time 2 days; passage rates: 1st cl. ¥33, 2nd. cl. ¥21.

Ōsaka-Dairen Line, by the Ōsaka Shōsen Kaisha—Sailing twice weekly. From Ōsaka to Dairen, *via* Kōbe, Moji, Ujina (about once a month). Distance 863 miles. Time about 3 days. Passage rates: 1st. cl. ¥54, 2nd cl. ¥43. An additional fare of ¥11, 1st cl. and ¥4, 2nd cl. is charged for passage by the S. S. "Harbin Maru."

Ōsaka-Tientsin Line, by the Nippon Yūsen Kaisha—Sailing 6 times a month. From Ōsaka to Taku (Tientsin), *via* Kōbe and Moji. Distance from Kobe, 1,000 miles. Time 4 days. Passage rates: 1st cl. ¥66, 2nd cl. ¥36. By the Ōsaka Shōsen Kaisha—Sailing 4 times a month. From Ōsaka or Kōbe, to Tientsin (The Bund, Tsu-chu-lin) *via* Moji. Distance 1,070 miles. Time 5 days; Passage rates: 1st. cl. ¥52, 2nd cl. ¥26.

Ōsaka-Newchwang Line, by the Nippon Yūsen Kaisha—Sailing thrice monthly. From Ōsaka or Kobe to Newchwang (Yingkou) *via* Moji, Dairen. Distance 1,038 miles. Time 6 days. Passage rates: 1st cl. ¥70, 2nd. cl. ¥47. From Ōsaka or Kōbe to Dairen —time 4 days; passage rates, 1st cl. ¥50, 2nd cl. ¥37. ***Yokohama-North China Line,*** by the Nippon Yūsen Kaisha—Sailing thrice monthly. From Yokohama to Newchwang, *via* Nagoya or Yokkaichi (alternately), Kōbe (on homeward voyage), Moji, Nagasaki, Jinsen, (on alternate outward voyages) Dairen, and Taku. Yokohama to Taku—Distance 1,625 miles. Time 9—11 days. Passage rates: 1st. cl. ¥62, 2nd cl. ¥42. During the winter, when the sea is frozen, the steamers generally call at Chin-wang-tao instead of Taku.

Ōsaka-Chingtao Line, by the Nippon Yūsen Kaisha—Sailing fortnightly. From Ōsaka or Kōbe to Chingtao, *via* Ujina, Moji. Distance 856 miles. Time about 4 days. Passage rates: 1st. cl. ¥44, 2nd. cl. ¥31. By the Ōsaka Shōsen Kaisha—Sailing fortnightly. From Ōsaka or Kobe to Chingtao, *via* Ujina, Moji. Distance 815 miles. Time and passage rates same as those of N. Y. K.

(c) **The China Sea and Formosa.** ***Takao-Tientsin Line,*** by the Ōsaka Shōsen Kaisha—Sailing fortnightly. From Takao to Tientsin, *via* Keelung, Foochow, Shanghai, Chin tao (on outward and homeward, alternately), Dairen. From Takao to Tientsin distance 1,569 miles; time 12 days; passage rates: 1st. cl. ¥85, 2nd. cl. ¥42.50. To Dairen; distance 1,769 miles; time 13 days; passage rates: 1st. cl. ¥90, 2nd. cl. ¥45.

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Kōbe-Keelung Line, by the Nippon Yūsen Kaisha and the Ōsaka Shōsen Kaisha—Each sailing weekly. From Kobe to Keelung, *via* Moji. Time 4 days. Passage rates (same in both companies): 1st cl. Y48, 2nd cl. Y32. ***Yokohama-Takao Line,*** by the Ōsaka Shōsen Kaisha—Sailing 4 times a month. From Yokohama to Takao *via* Kōbe, Ujina,* Moji, Nagasaki, Keelung, the Pescadores,* Anping. Distance 1,686 miles. Time 11—12 days.

Keelung-Hongkong Line, by the Ōsaka Shōsen Kaisha—Sailing weekly. From Keelung to Hongkong, *via* Amoy, Swatow. Distance 466 miles. Time 3 days. Passage rates: 1st. cl. ¥45, 2nd cl. Y23.

Takao-Canton Line, by the Ōsaka Shōsen Kaisha—Sailing fortnightly. From Takao to Canton, *via* Anping, Amoy, Swatow, Hongkong, or the reverse. Distance 550 miles. Time 4 days. Passage rates: 1st cl. Y55, 2nd cl. Y29. To Hongkong: time 2 ½ days; passage rates: 1st cl. Y45, 2nd cl. Y23.

(d) **Australia, Java, and Indian Seas.** ***Australia Line,*** by the Nippon Yūsen Kaisha—Sailing once in four weeks. From Kōbe to Melbourne, *via* Nagasaki, Hongkong, Manila, Zamboanga, Thursday Island, Townsville, Brisbane, and Sydney. Time 37 days. Passage rates: 1st. cl. £53. 2nd. cl. £33—10s. By the Ōsaka Shōsen Kaisha—Sailing monthly. From Yokohama to Melbourne, *via* Kōbe, Moji, Hongkong, Menado, and Sydney. Yokohama to Melbourne; 6,254 miles; time 38—40 days; passage rate: 1st. cl. £40.

Kōbe-Java Line, by the Nanyō Yūsen Kaisha—Sailing, once in 2 or 3 weeks. From Kōbe to Soerabaja, *via* (outward voyage) Moji, Hongkong, Batavia, Semarang; (homeward voyage) Makassar, Balik Papan, Hongkong, Moji, Kōbe to Batavia; time 21 days; passage rate: 2nd cl. Y116.

By the Ōsaka Shōsen Kaisha—Sailing monthly. From Kobe to Batavia (outward voyage) calling at Moji, Keelung, Manila, Sandakan; (homeward voyage) calling at Semarang, Soerabaja, Sandakan, Hongkong, Takao, Keelung. Passage rates: 1st. cl., outward ¥180, homeward Y165.

Keelung-Singapore Line, by Ōsaka Shōsen Kaisha—Sailing monthly. From Keelung to Singapore, *via* Takao (on homeward voyage only), Hongkong, Saigon, Bangkok (on outward voyage only). Keelung to Saigon 11 days. Passage rate: 1st cl. ¥100. To Bangkok 16 days; Y130. To Singapore 24 days, ¥165. At Hongkong and Bangkok all steamers stop for 4—5 days.

*These ports are called at irregularly.

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SHINKEI-JI TEMPLE, OUTER KONGŌ.

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Chapter II. General Information.

(1) Passports and Customs.

Passports. The traveler, provided he belongs to a treaty Power, may travel in Japan, Chōsen, and any part of the Japanese Empire without a passport. If, however, he desires to proceed to Manchuria, other parts of China, or Siberia, he will be called upon to show his passport on various occasions. It is, therefore, necessary that he should provide himself with a passport, viséed by the proper authorities of the countries he intends to visit.

Customs. A traveler's baggage is submitted to customs' examination at the port of landing and at the stations on the frontier. It is seldom that annoyance is caused by this formality as all goods easily recognizable as personal effects are passed free, though tightly closed articles, such as nailed boxes, are sometimes detained for purposes of examination.

(2) Hotels and Restaurants.

Hotels in European Style. European style hotels are found at Keijō, Fusan, Shingishū, Onseiri and Chōanji (both in the Diamond Mountain), in Chōsen; at Dairen, Mukden, Port Arthur, Yingkou, Changchun, Harbin and other important towns in Manchuria, and at Vladivostok, Habarovsk, Chita and other important towns in Siberia. Of these, the hotels managed by the South Manchuria Railway Company have especially ood accommodations. The rates are of course not uniform, generally varying between 10 and 15 *yen* per day. (For particulars see Routes).

Japanese Hotels. Japanese hotels, most of which are also restaurants, are found in nearly all the towns in Chōsen and in most of the important towns in Manchuria, in Antung, Pen-hsih-hu, Mukden, Fu-shun, Dairen, Port Arthur, Yingkou, Liao-yang, Tieh-ling, Ssu-ping-kai, Changchun, Kirin, and Harbin. Rates average 4–8 *yen* per day, Japanese plan, which includes room, dinner and breakfast. Luncheon taken in the hotel is charged 2–4 *yen* extra. It is customary for guests in Japanese hotels to give a sum of money to the proprietor as "*chadai*" (tea money).

Chinese Inns. Chinese inns (or Kochan) which are to be found all over Manchuria and China Proper, are purely Chinese establishments, most of them mere lodgings, not providing bed clothes,* and furnishing food only when especially ordered. In large towns, however, improved Kochan have come into existence, furnishing a kind of European accommodation and providing European as well as Chinese dishes. Rates vary, Mexican $1–3 a day including meals, or $1.20–1.00 a day for room only. The charge for a single meal is usually 10-30 cents. (See Routes).

*Travelers who visit places where no hotels in European or Japanese style are to be found should provide themselves with bed clothes.

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Restaurants. The restaurants in Manchuria and Chōsen may be divided into three classes: restaurants in European style, Japanese style, and Chinese restaurants. The Chinese restaurants, called "fan-kuan" and "chiu-shieh-kuan" are found everywhere in Manchuria, while "cha-kuan" or "cha-lou," corresponding to the European café, are to be found in many of the towns. (See Routes).

(3) Language.

European Languages. ***English*** is the foreign language most widely spoken in Manchuria, Chōsen, Japan, China, and the Philippines. Not only in the custom houses of Japan and China, but on all the railways and steamships and in all European style hotels are men who speak this language. In Japan most of the educated people understand English, as it is taught in the middle grade schools of the country, except in a few where German or French is taught in its stead. Among the uneducated natives in the open ports of China there has developed a distinct but corrupt English dialect called "*Pidgin English*." German and French are known to a limited extent. ***German***, in Japan, being studied chiefly by medical men and musicians, and French by diplomats, literary men, and artists. Besides Siberia, ***Russian*** is the language in general use along the Chinese Eastern Railway in North Manchuria. German and French are also spoken to a certain extent in these districts, but very little English. ***French*** is generally spoken in Indo-China (Tonkin, Annam, Cambodia), only a few people know English or German. ***Dutch*** is spoken in all the Dutch possessions in East Indies (Sumatra, Java, Borneo), while English, French, and German are but little known.

Oriental Languages. The most widely spoken languages of Eastern Asia are Japanese and Chinese, a brief account of which is as follows:

South Manchuria and Chōsen. Just as Russian is the prevailing foreign language along the Chinese Eastern Railway in North Manchuria so is Japanese the prevailing language in South Manchuria and Chōsen, along the trunk lines of the Japanese Railways. It is needless to say that Chinese is the language universally spoken by the natives of Manchuria, and Korean by the natives of Chōsen.

Japan and Island Dominions. Japanese is spoken not only in Japan Proper, but also in Taiwan (Formosa) and Karafuto (Saghalien). Spoken Japanese was formerly greatly diversified, owing to many distinct dialects, but due to the spread of education and to the increased facilities of communication its unity is now being restored, by the adoption of a standard colloquial corresponding generally to the Tōkyo dialect. It is true that there are still a large number of Chinese in Taiwan who cannot speak Japanese, but the younger generation among them are being taught Japanese.

China. The written language of China is quite distinct from the spoken language; each having gone through its own trans-

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formation in the course of several thousand years. (The invention of writing is ascribed to *Tsang Chieh*, a mythical personage first referred to about 2700 B.C.). The written language is ideographic or hieroglyphic, each sign representing a single word in one of its senses or in a certain set of senses. To give a few examples:—

pronounced *jih*, now written 日, denotes *sun*.
pronounced *yüeh*, now written 月, denotes *moon*.
pronounced *shan*, now written 山, denotes *mountain*.
pronounced *shui*, now written 水, denotes *water*.
pronounced *niao*, now written 鳥, denotes *bird*.
pronounced *yü*, now written 魚, denotes *fish*.

By combining these single signs or by slightly changing their shape, the following new ideographs are obtained:—

= sun and moon, pronounced *ming*, now written 明, denotes *brightness*.

= sun above the horizon, pronounced *tan*, now written 旦, denotes *morning*.

= moon half appearing, pronounced *hsi*, now written 夕, denotes *evening*.

These ideographs have remained essentially the same in meaning throughout the long centuries of their history, although there have been many changes in the mode of writing and in the syntax, as well as in the pronunciation of the words. North and South China, though using the same characters for writing, are almost strangers in the matter of speech. In order to maintain a certain unity in the spoken language throughout China Proper, different dynasties have insisted on a compulsory extension of the Court language—the Nanking court language during the *Ming* Dynasty, the Peking court language under the *Ching* Dynasty—but the knowledge of these has been confined to the educated upper classes, so much so that the court language is popularly known as the Mandarin dialect. On the other hand, the middle and lower classes still adhere to their local dialects and know nothing of the common tongue. To show how the same ideographs are differently pronounced, a few example will suffice:—

Chinese numerals	一.	二.	三.	四.	五.	六.	七.	八.	九.	十.	百.	千.	萬.
Arabic numerals	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	100.	1,000.	10,000.
Dialects: Court.	i.	erh.	san.	ssu.	wu.	lu.	chi.	pa.	chiu.	shih.	pai.	chien.	wan.
Canton.	yet.	i.	sam.	sz.	ng.	luk.	tset.	pat.	kan.	shep.	pak.	tsyn.	man.
Fukien	ik.	nei.		sü.	ngu.			paik.					
	or	*or*	sang.	*or*	*or*	lok.	cheik.	*or*	kiu.	seik.	paik.	chieng.	wang.
	siok.	ni.		sei.	ngou.			peik.					

On the whole, the tourist will find a knowledge of the court dialect a great convenience, though he will experience some difficulty from the differences in pronunciation between the Peking and Nanking dialects, the former spoken in North China and the latter in South China. These differences are, however, insignificant when compared with the differences between local dialects.

N. B. Travelers are referred to the Vocabulary of English, Russian, Japanese, and Chinese words (P. 303–330).

Guides and Information Agencies.

Guides. Guides understanding English (fee, ¥10 per day) are available throughout Eastern Asia (except in the Russian railway zone in North Manchuria). Guides speaking other European languages are comparatively rare and should be applied for before arrival.

Guides in Japan, Chōsen, and South Manchuria have Government licenses (issued after examination) and are under the control of the authorities, to whom appeal can be made by the traveler, in case of trouble with a guide. In Japan there are licensed women guides who can be hired at the important hotels, tourist agencies and elsewhere.

Japan Tourist Bureau

Head Office:—Tōkyō Station Building, Tōkyo.
Cable Address:—'Tourist' Tōkyo.
Telephone No.—607 Marunouchi.

Branch Offices:—
Dairen:—South Manchuria Railway Building.
Keijō:—S. M. R. Co's Keijō Office.
Chintao—Shantung Railway Building.
Taihoku:—Railway Hotel.

Inquiry Offices.
Changchun:—Yamato Hotel.
Harbin:—S. M. Ry's Harbin Office
Kōbe:—2, Kaigan-dōri Icchōme.
Shimonoseki:—San-yō Hotel
Mukden:—Yamato Hotel.
Ryojun:— " "
Yokohama:—78, Yamashita-chō,
Nagasaki:—4, Oura.

The Japan Tourist Bureau is an association organized to afford assistance to visiting tourists in every possible way. Its other purposes are to make Japan known abroad, to improve the condition of the transportation service, and of hotels, to assist business firms having connections with foreigners, and to suppress the questionable practices of those who come in contact with tourists.

Traveling Servants. Travelers may hire a man servant or a maid servant who are occasionally bi-linguists and who can cook simple European dishes. These servants can be hired at ¥3—5 day.

Currency and Traveling Expenses.

Kinds of Currency. ***Japanese Standard Gold Coin***—the *yen*—is equal to 2 s. 5⅚d. or about 50 cents, and is current in Japan Proper, Formosa, Chōsen, and within the zone of the South Manchuria Railway. All transaction among the natives in the cities of North and South Manchuria are, however, carried on in Chinese currency

Chinese Standard Silver Coin—the *yuan*—in weight and fineness is practically equivalent to the Mexican dollar or Japanese old silver *yen*, and is equal to 2 s. 5⅚ d. or about 50 cents. The *yuan* is generally current in all the cities and treaty ports of China, but they are of various kinds according to the mints issuing them; and the native trader often makes a discrimination in favor of those issued in his own or a neighboring province. It is better therefore to use Mexican dollars or Japanese silver *yen*, as they are more reliable.

It should be remembered that the Chinese *yuan*, Mexican dollar, and Japanese silver *yen* is generally exchanged at 15 per cent discount on gold *yen*, but during the war the comparative value of gold and silver underwent great changes owing to the unprecedented appreciation of the latter, and as this is written a Chinese dollar is worth about 160 *yen*.

There is no silver *yen* piece now current in Japan; those found in Manchuria and China Proper being coins issued in the days of the silver standard but now withdrawn.

Russian Standard Gold Coin—the rouble—was equal to 2 s. 1 $\frac{2}{3}$ d. or about 51.5 cents. Russian specie, however, almost entirely disappeared during the war and the market became flooded with infinite varieties of paper currency issued by the extinct and existing governments. These paper notes, as could be expected, are constantly depreciating in value, and are "scraps of paper" in the literal sense. Under these circumstances there is no way to determine prices in East Siberia and North Manchuria today except in Japanese or Chinese currency. In districts along the Chinese Eastern Railway, Japanese money is in active circulation.

It is better for the traveler not to burden himself with a supply of the currency of the countries he intends to visit, but to take out circular notes or a letter of credit, which can be obtained at all the important banks of the large cities of Europe and America, or at Thos. Cook's Offices.

It will be found most advantageous for tourists to obtain a letter of credit from the Yokohama Specie Bank or the International Banking Corporation, as these banks have Branches and Agencies all over Eastern Asia.

Traveling Expenses. It is difficult to give a uniform standard of expenses for the railway trips, as they will differ with the route and the individual requirements. But it may be stated that an average daily expenditure of £ 1½—2 or about $8.00, exclusive of railway fares, will be required to cover everything. On steamers (where meals are included in the fare) half this amount will be sufficient. When staying in a hotel or sightseeing, 'off the beaten track,' £ 2½—3 or about $13,25 a day would probahly cover all expenses. People traveling in company, may reduce their expenses somewhat.

Time of Visit.

It should be remembered that the greater part of Japan and China are situated, like the southern half of Europe, in the temperate zone, but of course with climatic differences between the different regions. In Manchuria and Hokkaidō the mercury falls as low as 23'—4° F. in January and February; in Hongkong, Canton, and Taiwan (Formosa) it averages 53° .6—59° F. In the southern regions in summer the mercury rises to 77°—86° F. during July and August, but in the northern sections it only reaches 53° 6—60° 8 F. In

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Changchun and Mukden the summer heat is intense (above 86° F.) but only in the middle of the day, the mornings and evenings being refreshingly cool. The rest of the Far East, which comprises North China, South Manchuria, Chōsen, Japan (except Karafuto and Hokkaidō) and Middle China, practically corresponds to Middle and South Europe in climate and temperature—the four seasons, with local variations, producing constantly changing features and varied beauties of nature.

Although each of the four seasons has its own attractive features for visitors, spring and autumn are on the whole to be preferred to the other seasons, spring with its lovely blossoms particularly attracting the largest number of visitors, but the autumn also has its charms—not so gorgeous to be sure as the spring, but perhaps more elegant and refined. As a rule, one may count upon a prolonged period of settled weather in the autumn, while the weather in spring is very fickle and unreliable. In autumn the Japanese hills are exceedingly rich in autumn foliage; the chrysanthemum season is on (October-November), and the 'Seven Flowering Autumn Herbs' are also at their best. In fact, visitors to Japan will find autumn quite as interesting as the spring, and possibly, due to the better weather prevailing and to the fact that there is more room in hotels then, more enjoyable.

Dress and Outfit.

From the nature of the climate as described above the tourist will be able to decide the kind of clothing to take. But it would be wise for travelers to provide warm clothing even for summer, as it will be needed early and late in the season on rainy days, especially in the mountain summer resorts. A rain proof coat is a most useful addition to the outfit.

Apart from the ordinary tourist costume, a silk hat and frockcoat will be needed when making calls on persons of distinction or attending functions, such as the Imperial Garden Parties.

In making inland trips in China, "off the beaten track," travelers should be provided with warm blankets or quilts, and also knives, forks, spoons, a corkscrew, a canopener and a few simple cooking utensils. Bread and butter are unknown in the interior towns and villages, although fowl and eggs can be procured everywhere. In China, native inns are most meagrely provided even with the most simple requirements—the so-called Ko-chan (or Ko-tien) being a bare room, without bedding or food, and anything but clean. Japanese inns, even in the interior towns, are much cleaner and always provide bedding (wadded quilts generally encased in silk), and simple meals (rice and other dishes). Even in these inns, warm blankets, sheets, and tinned food stuffs will be a welcome addition to the tourist's outfit.

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Money

Nomination	Country	Native Equivalent	Equivalent: English	Equivalent: U. S. A.	Equivalent: Japanese
Rouble	Russia	100 kopek	2 s. 1⅔ d.	$ 0.515	1 *yen* 3 *sen* 2 *rin*
Yen	Japan	100 sen	2 s. ⅝ d.	0.498	1 *yen*
Yuan*	China	100 fen	*2 s. ⅝ d.	*0.497	* 99 *sen* 7 *rin*
Haikwan (Customs) Tael**	China	100 candareens	**2 s. 10 d.	**0.68	**1 *yen* 40 *sen*
Peso	Philippine Is.	100 centavos	2 s. ⅔ d.	0.50	1 *yen* 3 *rin*
Tical	Siam	4 salungs	1 s. 1⅔ d.	0.268	55 *sen*
Piaster	Indo-China	100 cents	1 s. 11⅓ d.	0.469	94 *sen* 1 *rin*
Guilder	Dutch Indies	100 cents	1 s. 7⅔ d.	0.402	80 *sen* 6 *rin*
Pound	England	20 shillings	£ 1	4.866½	9 *yen* 76 *sen* 3 *rin*
Dollar	U. S. A.	100 cents	4 s. 1⅔ d.	1.00	2 *yen* 0 6 *rin*
Mark	Germany	100 pfennings	11¾ d.	0.238	47 *sen* 8 *rin*
Franc	France	100 centime	9⅓ d.	0.193	38 *sen* 7 *rin*
Lira	Italy	100 cents.	9⅓ d.	0.193	38 *sen* 7 *rin*

* Wide range of fluctuation in value admitted. ** Haikwantael, or customs tael of china, is 1⅓ oz. av. by treaty; like yuan this also admits wide range fluctuation in value.

Measures

Unit	Country	English value	Japanese value	Value by metric system
Li (land measure)	China (not equal throughout the country)	0.3409 m.	5.2386 *chō*	571.5 m.
Chih (artisan's measure)	China	14.098 in.	1.1817 *shaku*	35.814 cm.
Metre (metric system)	France	1.093614 yds.	3.3 *shaku*	———
Ri (land measure)	Japan	2.44028 m.	———	3.9$\frac{2}{7}$ kilometres
Shaku (artisan's measure)	Japan	11.93032 in.	———	3.$\frac{6}{3}$ dm.
Shaku (cloth measure)	Japan	14.91287 in.	———	3.$\frac{7}{8}$ dm.

In the *Philippine Islands* the metric system and system of U. S. A. are used for weights and measures. Although the old Castilian and local standards are in use to some extent, it is unnecessary for the general traveling public to study these.

Verst (land measure)	Russia	0.6627 m.	9.779 *chō*	1066.8 m.
Foot (artisan's measure)	Russia	1. foot.	1.00584 *shaku*	30.48 cm.

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	Unit	Country	English value	Japanese value	Value by metric system
Liang or Tael	Canton Tael	China	by treaty of 1858.....583.3 grains	10.08 *momme*	37.8 g.
			usual value.....579.84 grains	10.01962 *momme*	37.573632 g.
			practical commercial value.....580 grains	10.0224 *momme*	37.584 g.
	Kuping Tael	China	by the maritime customs and in the Shimonoseki treaty of 1895.....575.82 grains	9.9501696 *momme*	37.313136 g.
	Haikwan (Customs) Tael.	China	(by maritime customs).....581.47 grains	10.0478016 *momme*	37.6879256 g.
	Shanghai Tsaoping Tael.	China	(maritime customs).....565.6375 grains	9.774216 *momme*	36.65331 g.
Tan or Picul=100 chin or catty		China	133.3 lbs.	16.1268 *kan*	60.48 kg.
Gramme (metric system)		France	15.432 grains	2.6 *fun*	——
Kilogramme		France	2.20462 lbs.	266.6 *kan*	——
(one kilogram is 1,000 gramme and is used as the commercial standard).					
Kan or *Kamme*		Japan	8.26719 lbs.	——	3.75 kg.
Kin (*kin* of 160 *me*)		Japan	1.32275 lbs.	——	0.6 kg.
Kin (*kin* of 120 *me*)		Japan	Approximately equal to English 1 lb.	——	0.45 kg.
Ton		Japan	Approximately equal to English ton of 2240 lbs.	——	1020.00 kg.
Ton		Russia	2166.765 lbs.	262.0879 *kan* or 1638.0494 *kin*	982.8295 kg.
Pood		Russia	36.1127 lbs.	4.36813 *kan* or 27.30081 *kin*.	16.38 kg.

N. B. In *French Indo-China*, the metric system above-mentioned was introduced in 1883, and notwithstanding the fact that the old local standards are still used sometimes by natives, travelers will not feel great inconvenience if they know only the metric system.

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BOTAN-DAI HILL AND DAIDŌ-KŌ RIVER, HEIJŌ

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Chapter III. Chōsen.

Geographical Sketch.

Chōsen is more widely known as Korea, the name probably derived from the ancient kingdom of *Koli*; but there have been long periods in its history when it was known as Chōsen, the name adopted on the annexation (1910) of the Peninsula by Japan.

Situation, Area, etc. Chōsen, or Korea, is a peninsula lying almost due south of the southeastern side of Manchuria, between 33° 12′ and 43° 2′ N. lat. and 124° 18′ and 130° 54′ E. long. It is bounded on the north by Manchuria and the Russian Maritime Province, on the east by the Sea of Japan, on the south by the Chōsen Channel and on the west by the Huang-hai or Yellow Sea. Its northern part is marked by the rivers Yalu and Tumen, and between them by a mountain range called Fukan-zan. Chōsen has an area of about 84,129 square miles, about one third the area of the Japanese Empire.

Coast Line, Indentations, etc. Chōsen has a long coast line, of about 1,700 miles, very irregular on the south and west, but with few indentations on the east where the coast is curved like a bow.

Rise and Fall of Tide. The rise and fall of the tide is at its greatest in the neighborhood of Jinsen (*Chemulpo*), where it reaches 30 feet, diminishing to 6 feet at Fusan in the south and to one foot at Genzan (*Wōnsan*) on the east. The important harbors are Seishin, Jōshin (in the Bay of Rinmei), and Genzan, on the Sea of Japan; Fusan, Masan, and Chinkai, on the Chōsen Channel, and Kunsan, Moppo, Jinsen, Chinnampo, and Ryūgampo on the Yellow Sea.

Islands. Islands and peninsulas are most numerous on the south and west coasts, only a few being found on the east coast. Prominent among the islands are: Bayō-tō and Utsuryō-tō (also called Matsu-shima), on the east coast; Seishū-tō, Nankai-tō (Port Hamilton), Katoku-tō, and Zetsuei-tō on the south coast, and Kōka-tō, Anmin-tō, and Chin-tō on the west coast, and the best known peninsulas are: Kōyō-hantō, Kainan-hantō, and Taian-hantō.

Mountains. In the north and east the Peninsula consists of mountain ranges and plateau lands; while the southern and western sections are extensive plains, with a few low hills, which determine the course of numerous rivers. On the northern frontier is the range of Fukan-zan (also called Paik-tu-san, or Haku-tō-zan in Japanese), 9,000 feet high, with several spurs including Kōnan-zan (4,850 ft.) and Rōrin-zan (4,730 ft.). From the northeastern end of the Peninsula trend other high peaks, towards the south, including Kan-kyō (6,170 ft.), Maten-rei (4,670 ft.), Myōkō (4,670 ft.), Taihaku (5,000 ft.), and Shōhaku (4,170 ft.). These high mountains are all found within the eastern half of the Peninsula.

Rivers. The rivers of Chōsen naturally divide into three systems: the Tumen (about 220 mls. long) flowing into the Sea of Japan, the

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Rakutō (300 mls. long), and the Senshin both flowing into the Chōsen Channel and the Yalu (500 mls.), the Seisen-kō, the Daidō-kō (170 mls.), the Kan-kō (230 mls.), the Kin-kō (also known as Chin-kō) and the Eizan-kō, flowing into the Yellow Sea. Of these rivers, the Yalu and the Tumen, together with their tributaries from Chōsen and Manchuria, constitute almost the only means of transportation for these frontier regions. Next to them in importance comes the Daidō-kō, which, draining the plains of North Chōsen, flows by Heijō-Chōsen's old capital. In the middle and southern sections, the Kan-kō and Rakutō-kō act as reservoirs for farm land irrigation, though they are used also for junk navigation.

Administrative Division and Organization.

For purposes of Civil Administration.

Administrative Divisions. Chōsen is divided into 13 *dō* or provinces, namely: Keiki, North Chūsei, South Chūsei, North Zenra, South Zenra, North Keishō, South Keishō, Kōkai, South Heian, North Heian, Kōgen, South Kankyō and North Kankyō. These provinces are subdivided into 12 *fu* or municipalities namely: Keijō, Jinsen, Kunsan, Moppo, Taikyū, Fusan, Masan, Heijō, Chinnampo, Shingishū, Genzan, and Seishin, and 218 *gun*, or counties. The counties are then subdivided into 2,512 *men*, or villages. Each province has a *Chiji* or Governor, who is the chief magistrate of the local government, but is subordinate to the Governor-General. In each municipality is a *Fuin*, or mayor, and in each county there is a *Gunshu*, or chief, each of whom has charge of the administrative business of his municipality, or his county, according to the orders of the governor; and in each village there is a *Menchō* or head man, who performs the executive duties pertaining to his village, in conformity with the instructions of the chief.

Governmental Organization. The highest administrative organ in Chōsen is the *Sōtokufu*, or Government General, which is composed of three Departments of the Secretariate; the Department of Miscellaneous Affairs, the Departments of Public Works and the Department of Railways, and Six Bureaux (the Domestic, Financial, Industrial, Judicial, Educational, and Police Bureaux). The head of the Government General of Chōsen is the *Sōtoku*, or Governor General who exercises administrative control over the whole country, and is invested with authority to call out the Army or Navy, when necessary for the maintenance of peace and order. Next to the Governor-General ranks the *Seimu Sōkan*, or Civil Governor, who acts as adviser to the Governor General and as supervisor of all departments, and bureaux. Each Department of the Secretariate and each Bureau is under the management of a Director.

Besides exercising power over the administration of local affairs, the Government General of Chōsen discharges various other functions, such as the control and regulation of financial and judicial matters,

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the advancement of industry, and the improvement of education. Moreover, it maintains a hospital in the city of Keijō and in each Province. Justice is administered in Chōsen by a tri-trial system, namely, by the Local Court, the Court of Appeal, and the Supreme Court of Appeal. These courts are located in Keijō, Heijō, Taikyū, Kōshū, Kankō, Fusan, and Kwōshū, with branches in many other towns.

In Keijō there is an advisory assembly called the *Sōtoku-fu Chūsū-in* (Central Council), whose duty is to assist in affording good rule to Chōsen composed of over seventy Korean officials in the following capacities:—Vice-President, Advisers, Councilors, and Sub-Councilors. Each Governor has a Councilor under him; and in each county there is also a Councilor (honorary post).

Historical Sketch.

Introductory Remarks. Chōsen or Korea is a very ancient country, with evidence to show that it was known to the Chinese during the reign of *Wuti*, of the *Han* Dynasty (B. C. 206 to A.D. 21). When the Japanese Empire was founded, the two countries were in close touch with each other, the early ancestors of the Japanese Imperial House apparently holding sway over the southeastern part of the Peninsula, together with the northwestern regions of Honshū (Izumo) and the island of Kyūshū, then known as *Tsukushi*. For a time the relations between Chōsen and Japan were very close, intermarriages even taking place between the Japanese Imperial House and the Korean Royal Family. On the other hand, on account of its proximity to China, Chōsen also held close relations with that country. Being thus placed between two strong neighbors, Chōsen has had a difficult part to play, sometimes under suzerainty to one and sometimes to the other, and, striving for close relations with the stronger country, Chōsen followed a vacillating course which several times led to a rupture of peace between her neighbors. In 1876, by treaty with Japan, Chōsen for the first time was recognized internationally as an independent country. But her weakness and an ingrained habit of intrigue made her a constant cause of trouble, and directly or indirectly she was the cause of the two great wars of 1894-5 and 1904-5. After the Russo-Japanese War, Chōsen was made a Japanese protectorate, and in 1910 was incorporated into the Japanese Empire.

Ancient Period. The early history of Chōsen, as that of most other countries, is shrouded in mystery.

According to an ancient tradition, there appeared at a very early date, on the Tai-haku-san (*Tai-paik-san*) mountain, a semi-divine personage called *Kwan-in*, who with his son *Kwan-yŭ* (*Kwan-ung*), known as *Sŭn-kun*, and 3,000 followers settled in *Wang-kŏn*, the modern Heijō. But nothing is known about the date of this early kingdom. In Chinese history, the people of the Peninsula were known in the times of *Chou* (*Shū*) and *Chin* (*Shin* 4th and 3rd cent. B. C.) as Eastern Barbarians, but the reliablity of existing records is questioned; but in the ancient records of Japan, the *Kojiki* and *Nihon-shoki*, which give the early traditions of the *Yamato* race, evidence is given to show that there existed a close relations between the Peninsula and the Island Kingdom.

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KI-SAING (KOREAN DANCING GIRLS).

When the Great Ancestress (*Amaterasu-Ōmikami*) of the Japanese Imperial House outlined the foundaries of the Empire, it covered *Ō-yashima*, or the Territory comprising Innumerable Islands, Kyūshū, Izumo and the southeastern portion of Chōsen. That Korea was in close touch with Japan may be judged from the story of *Susano-o-no-mikoto*, a younger brother of *Amaterasu-Ōmikami*, who went over to Korea, with his son *Isotakeru*, and reigned there in the land of *Soshimori*, several generations before the first Emperor of Japan, *Jimmu-Tennō*. It is recorded that *Susano-o* instructed *Isotakeru* to take with him seeds of various kinds of trees valuable as timber for building ships, as "in Korea there is much gold and ships will be needed." *Isotakeru* took the seeds and is now worshipped by the Koreans as the "God of Gardening."

In the time of *Ōkuni-nushi*, a son of *Susano-o*, the ruler of Izumo, a prince from Korea, known as *Ama-no-hiboko*, came over and settled in Japan. His numerous progeny prospered in various places; one, settling in *Ito*, near Fukuoka in Kyūshū, left descendants who have long continued the family line. About two generations after that period, *Hikohohodemi*, grandfather of the first Emperor *Jimmu-Tennō*, went from Hyūga, Kyūshū, to Korea and married a princess by the name of *Toyotama-hime*. Their son, *Ugaya-fuki-ayezu-no-mikoto*, left four sons, the youngest being *Jimmu-Tennō*. These four sons went from Kyūshū on an expedition to subjugate the Main Island. The eldest and youngest proceeded through the *Chūgoku* regions, towards the present Ōsaka, bringing tribe after tribe into allegiance; the second and third brothers went another way, one of them, *Inahi-no-mikoto*, reaching Korea and founding a kingdom

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there, while the other is supposed to have gone to South China, becoming known as king *Kïök*, founder of the Royal House of the State *Sinla*.

It appears that Chōsen in those days was peopled by numerous scattered tribes, who were found in the greatest numbers on the southwestern coast. A Chinese record at the close of the *Chou* Period (end of 3rd cent. B. C.) gives the number of these tribes as 78. Among them the *Sa-ro* (*Shi-ro*), the most powerful, founded the State of *Shin* (*Chin*) and ruled over several neighboring tribes. *Chin* was probably the first state founded in Chōsen. After about two centuries of unknown existence, history records that the various changes in the relations of different tribes resulted in the establishment of the three kingdoms described below:

Three Kingdom Period. In the middle of the 3rd century B. C. the Peninsula was divided into the Three States of *Chin-han* (present North Keishō Province), *Piön-han* (present South Keishō Province), and *Ma-han* (portions of present Zenra, Chūsei and Keiki Provinces), which were known as the three *Hans*—but after various changes there arose in their stead the Three Kingdoms of *Sinla*, *Paikche*, and *Kokoli*, which flourished between 100 B. C. and 700 A. D.

(a) ***Sinla.*** About 100 B. C. when the power of *Chin-han* had greatly declined, there appeared a powerful man, who settled at the base of Mt. Yōzan and soon became the head of the remaining six tribes of *Chin-han* greatly reviving their power. This was King *Kïök*, whose family name in Korea was *Pak*, which, meaning "gourd," was often used figuratively for ships and is believed to indicate a foreigner, some going so far as to think that he was *Inahi-no-mikoto* (one of the brothers of the Emperor *Jimmu*) who is recorded as having gone over to Korea and there founded a kingdom. Several generations after King *Kyok*, a native of Kyūshū by the name of *Sök* (*Seki*) married a daughter of the king of *Sinla* and finally succeeded to the throne (middle of 1st cent. A. D.). This king revived the prestige and power of *Sinla*, changing the name of the dynasty to *Kye-rin* (*Kei-rin*), and by appointing a Japanese as his prime minister, brought about a close connection with the Island Empire.

The kingdom of *Sinla* has thus been ruled by the *Pak* and *Sök* Families and later by the *Kim* Family, their rule altogether lasting for nearly 1,000 years (10 kings of the *Pak* Family, 8 kings of the *Sök* Family, and 38 kings of the *Kim* Family).

Kyūshū, then known as *Tsukushi*, was the portion of Japan most closely affiliated with Korea, and as Kyūshū was then quite far from the seat of government in *Yamato* Province, and as the power of *Sinla* increased, these factors tended to create disaffection among the tribal chiefs of Kyūshū, which resulted in the rebellion of *Kumaso* against the Imperial Government (82 A. D.). The Emperor *Keikō* and Prince *Yamato-take-no-mikoto* successively engaged in quelling the risings of these tribes, and as it finally became clear that these uprisings were due to the instigations of the King of *Sinla*, the valiant Empress *Jingo-Kōgō* invaded Korea (200 A. D.), and easily brought the kingdom of *Sinla* into subjection—and since then this Kingdom has paid tribute to the Imperial court.

(b) ***Im-na,*** composed of *Kalak* and *Ōkaya*. The ancient land of *Piön-han*, with *Chin-han* in the northeast and *Ma-han* in the west, lay on the seacoast of the strait separating it from Kyūshū. This state after being subject to the power of *Sinla* for a time, split

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into two small independent states, one of which was *Kalak* comprising nine tribes, and the other *Ōkaya*, with four tribes. *Ōkaya*, however, found it impossible to resist alone the pressure of *Sinla*, and on asking for assistance, the Japanese Government dispatched General *Shiwonori-hiko* with a force; and from that time on *Ōkaya* has been a Japanese protectorate. This happened in the reign of the Emperor *Sujin*, who conferred his own personal name on the new tributary state, calling it *Im-na* (*Mimana*). *Im-na*, governed still by the descendants of General *Shiwonori-hiko*, had greatly declined in power when the Empress *Jingō-Kōgō* made her famous campaign (200 A. D.), but with that campaign *Im-na's* prestige was quickly raised. In the year 247 the Japanese generals *Arata-wake* and *Kaga-wake* helped *Im-na* to recover its six old tribes, at the same time adding four new tribes, and from that time on this tributary state throve, and for four centuries remained in loyal allegiance. Situated as it was between its two powerful neighbors, *Sinla* and *Paikche*, it did much to curb their ambitions, but was finally absorbed by *Sinla* in the middle of the 7th century, owing to the cessation of Japanese aid.

(c) ***Paikche*** was a state founded by a member of the reigning house of *Kokoli*, in 18 B. C., in the ancient land of *Ma-han*, comprising the present provinces of Zenra and Chūsei and a part of Keiki. Its previous history is as follows: In the 8th cent. B. C., Chi-tzu (a famous Chinese prince) fled with his family from the persecutions of the tyrant Emperor *Chou* of *Yin* Dynasty, in China, and settled in *Liaotung*, forming a kingdom; his descendants later removing the seat of the Kingdom to *Pingyang* (Heijō), Korea, where they long reigned; but some time during the 2nd cent. B. C. the Dynasty was overthrown by *Wi-man*, also a refugee from China, and King *Kü-chun* fled south and, by subjugating *Ma-han*, founded a new state. But the rule of *Wi-man* was short-lived. At first North Korea was wrested from him and divided into four provinces by the newly risen *Han* Dynasty in China, but these provinces were again seized by a powerful invading force of *Kokoli*, whereupon *On-cho*, an ambitious younger brother of the king of *Kokoli*, went south and subjugated the land of *Ma-han*, then under the power of the descendants of *Kü-chun*, and founded the new state of *Paikche* (18 B. C.). It took several generations of his descendants to build up a powerful state, and it was only in the time of the 5th Prince, *So-ko-wang*, who ascended the throne in 166 A. D., that it became strong enough to contend against *Sinla* and *Kokoli* for the leadership of the Peninsula. But now occurred the expedition of the Empress *Jingō* (200 A. D.), and *Paikche*, together with *Sinla* and *Kokoli*, became tributary to Japan. The power of *Paikche* continued for a period of 678 years, the greater part of which was passed under Japanese protection, and during those days many princesses from *Paikche* served at the Imperial Court in *Yamato*.

(d) ***Kokoli***. When the Chinese rule in North Korea declined

after the death of Emperor *Wou* (87 B. C.), there arose the powerful state of *Kokoli*, in Manchuria. *Chu-mong*, who founded it in 37 A. D., originally lived with the tribe in the territory tributary to the river Sungari in North Manchuria, but he pushed on south, and in the time of his son and successor, *Yu-ngi*, the Kokolians had settled on the right bank of the Yalu. The son of *Yu-ngi*, called *Mu-le-wang* (18 A. D.), pushing the frontiers of his state south of the river incorporated all the neighboring provinces, formerly under the *Han* Dynasty, but early in the 3rd century, the frontiers of the *Kokoli* Kingdom became greatly contracted owing first to pressure from the rising power of the *Kong-son* Family in *Liaotung*, and, after the overthrow of the latter, to that of the new kingdom of *Wei*, in China. *Kokoli* therefore moved in the line of least resistance and finally fixed its capital at *Pingyang* (Heijō) in 247 A. D. It was about this time that the Japanese power was greatly extended in the Peninsula, and *Kokoli*, together with *Sinla* and *Paikche*, paid tribute to the Island Empire. Many people from these kingdoms, either as captives or emigrants, made new homes in Japan and some of their work in what are called " Korean reservoirs " (*Kanjin-ike*), are still found in *Yamato* Province, bearing witness to the superior engineering skill of these people. The first tribute-bearing emissary from *Kokoli* came to Japan in 297 A. D. Owing to its remoteness, *Kokoli* does not seem to have had very close relations with Japan though it long continued to send tribute. *Kokoli's* lost territory in *Liaotung* passed through many vicissitudes. Though with the fall of the Kingdom of *Wei*, in China, the pressure from the south slackened, in its stead the northern *Tungus* and *Tartar* tribes as well as the *Hsien-pei*, a *Tungus* tribe in *Liaotung*, began to give much trouble. But *Liaotung* was once more recovered by *Kokoli* under its 20th king, *Chang-su-wang* (414-490 A. D.).

End of the Three Kingdoms. During the 7th century the internecine struggles between the three kingdoms of *Sinla*, *Paikche*, and *Kokoli*, reached a climax, so that if one party tried to get the support of Japan the other sought the aid of China, each trying to gain the mastery of the whole Peninsula. The king of *Sinla* finally succeeded, with the powerful aid of China, then under *Tang* Dynasty, in subjugating both *Paikche* and *Kokoli* (668 A.D.). But in the next century the power of the newly founded Kingdom of *Po-hai* pressed it strongly on the northwest, finally wresting from *Sinla* the northeastern half of its dominion (713 A.D.). *Sinla* was further weakened during the next two centuries by various tribes within its dominions asserting independence, till in 818 A. D. the Kingdom of Korea (*Koli*) was founded at Kaijō (see P. 127).

Koli Dynasty, *Wang-kun*, the first king, waged wars for eighteen years till the whole Peninsula was unified under a single government. For five centuries this dynasty lasted, during which the inhabitants enjoyed the blessings of internal peace and civiliza-

tion, Buddhism at this time making a great advance. The Kingdom of *Koli*, however, had a difficult time in diplomacy, for there arose, during this period, in succession and often in fierce rivalry with one another, the Dynasties of *Sung*, *Liao*, *Kin*, *and Yüan*, in the land where now is Manchuria and North China, and *Koli* had great difficulty in following the winning side, and she did not always succeed in this clever diplomacy. At the close of the 14th century, the last king of *Koli* vacillated in loyalty between the declining *Yüan* Dynasty and the rising *Mings*, and was overthrown by his most powerful general, *Li-sŭng-kyŏi* (1392 A. D.). About one hundred years before this, Korea had suffered severely by being compelled to assist *Kublai Khan* in his invasion of Japan.

Li Dynasty. *Li-sŭng-kyŏi*, general of the King of Korea, rightly believing that his king by intriguing with *Yüan* against the *Mings* was bringing disaster on the country, overthrew the decrepit *Koli* Dynasty and founded a new dynasty of his own at *Han-yang*, which is the present Keijō. Chōsen, the once famous name of the country, was now restored. The new king paid tribute to the *Ming* Dynasty and adopted the laws and learning of China. *Tai-chong*, the third king (1401-1418), established colleges in the four quarters of the country and also a foundry for making type for printing Chinese books. The fourth king, *Sei-chong* (1419-1450), built a public hall where the Classics were expounded, and invented *Unmun*, the Korean Phonetic Letters, introduced astronomy and mechanical arts, edited choice books, adjusted taxes and improved the prison system. This was the Golden Era of the *Li* Period. After the tenth king, *Yŏn-san-kun* (1495-1506), the country constantly suffered from rebellions and party strife, which brought in their train great political corruption. Under the fourteenth kin , *Sou-chong* (1567-1608), the country was invaded by *Toyotomi Hideyoshi*, Japan's Prime Minister and Generalissimo, whose armies conquered nearly the whole country, taking the capital (Keijō), and classical Heijō, the latter being made a great stronghold for the Japanese army. The king fled to Gishū, and barely saved the kingdom by the aid of the *Mings*, the fighting between the *Mings* and Japanese armies lasting for several years. When the *Manchus* rose to power, Korea submitted to their invading forces, transferring to the new masters her old allegiance to the *Mings*. For some time thereafter Korea was free from external foes, and during the larger part of the 18th century the country showed signs of a revival in arts and letters. But the habits of luxury and indolence, together with court intrigues and party strife, made real improvement impossible, and when the twenty-fifth king, *Hyŏn-chong*, died (1849) without issue, the country was at once rent by a struggle between rival claimants to the throne. The twenty-sixth king, *Chŏl-chong*, ascended the throne in the midst of a great civil strife; and then the fierce rivalries between the families of *Kim* and *Min* long continued to be a source of endless misery in the land. Oppression, misrule, and lawlessness were now

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rampant throughout the country. At the same time foreign countries asked for intercourse, and though intrepid *Tai-wŏn-kun*, as Regent, tried to inspire the country with new vigor, all his attempts were futile. After the country was declared independent internationally through the good offices of Japan, it suffered from Chinese interference, leading to the Sino-Japanese War of 1894-5. Then Korea threw off every vestige of vassalage to China, assuming the new name of *Han*. But the political intrigues and strifes of rival families continued unabated, and finally the Russo-Japanese War broke out in 1904. By the Portsmouth Treaty Japanese supremacy was recognized, and the late Prince *Itō* was appointed the first Resident General. The country now slowly began to show improvement, but among the Koreans there were not a few who failed to believe in the good intentions of Japan, and to make matters worse, there were recalcitrant men who seduced the peace loving people by straining the meaning of Japan's policy and who stirred up rebellious sentiments all over the land. At length things came to such a pass that on the 26th of October, 1909, the ex-Resident General Prince *Itō* was killed by a Korean assassin, and in December of the same year *Li-chong-yong*, the Korean Premier, met with the same tragic fate. Thus the situation in the country developed an exceedingly serious aspect, and many statesmen of the two nations came to think that the incorporation of Korea with the Japanese Empire would be the only way to save the situation. It happened that in May, 1910, Viscount Soné, the second Resident General, resigned his post on account of illness, and Viscount Terauchi, then War Minister of Japan, succeeded to it in addition to

Drawing Room, Chōsen Hotel (Keijō).

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his own post. On his appointment, the new Resident General took over the police affairs and labored for the restoration of peace and order. But the situation was too serious for patching up by any temporizing method, and finally the Korean Emperor and his government themselves decided to concede the sovereignty of the whole land to the Emperor of Japan in order to insure the future welfare and prosperity of the two nations. On the 22nd of August of the same year (1910) the Japan-Korea Incorporation Treaty was concluded.

Under Japanese Administration. The Emperor of Japan then issued an Imperial Edict, which provided that the ex-Emperor of Korea and his family should be treated in the same manner as the Imperial family of Japan, and that their honorable ranks should be hereditary. From that day the ex-Emperor of Korea was called Prince *Li* and an honorific title was conferred on each member of his family. In order to extend due honors to meritorious Korean officials, the Korean Peerage Ordinance was established, by which seventy-six Koreans were created peers, ranking from Marquisate to Baronage.

Simultaneously with the publication of the treaty above referred to, the organization of the Government General was promulgated, and it came into force in October of the same year, when the ex-Resident General, Count Terauchi was appointed Governor General of Chōsen.

The Government General then began its policy of benefiting the people by extending the railways, improving the roads, and founding schools, hospitals, and other institutions of civilization; also fostering industry and colonization by establishing in several sections various institutions for these purposes. During the ten years following the Incorporation, the great improvement in the resources of the people has kept pace with the general progress. The present state of Chōsen and its people will be described more fully in later chapters.

Inhabitants and Customs.

Population and Number of Families. According to the census taken at the end of 1918, Chōsen has 3,237,961 families and 17,057,032 inhabitants, the average membership of a family being 5.27. The population consists of 336,872 Japanese, 16,697,017 Koreans, and 23,143 other nationals. As compared with the census returns of December, 1909 (the year before the Incorporation), these figures show an increase of about 16 per cent in the number of families and of 30.3 per cent in the population. From this fact it is evident that the population of Chōsen increases at the rate of about 440,000 (3.3 per cent of the total population) every year; and from this rate of increase, it may be inferred that the population of the country will be doubled in about every 30th year. Of the total population, the males number 8,790,285 and females 8,266,747, or

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100 males to about 94 females. The disproportion between the male and the female population has been much lessened since the end of 1909, when there were 100 males to 88.3 females.

The average density of the population per square *ri* (5.955 sq. mls.) in Chōsen was 1,191.8 at the end of 1918, as against 914.7 at the close of 1909. The density per square *ri* in each Province is as follows:—South Keishō Province—2,185 (1,639 at the end of 1909); Keiki Province—2,133 (1,748 at the end of 1909); South Chūsei Province—2,125 (1,518 at the end of 1909); South Zenra and North Zenra Provinces—each over 2,000; North Keishō and North Chūsei Provinces—each 1,500—1,600; Kōkai and South Heian Provinces—each about 1,200; North Heian, Kōgen and South Kankyō Provinces—each about 600; North Kankyō Province—about 400.

Houses of the Upper Classes. The houses of princes, officials and *Yang-pan* are built largely in the Chinese style, being high one story edifices roofed with tiles, with double gateways—the outer and inner—altogether different from the low straw-thatched huts of the common folk.

These houses generally stand on high ground, and are surrounded by walls (usually 10 ft. high). The principal portion of the building ordinarily faces south toward the inner gateway, the space between the house and gateway being paved with stone or brick. The outer gateway is storied, the room above having its four sides open and containing a drum intended to announce the morning and evening hours; its middle entrance is ordinarily closed, being opened only when distinguished guests are expected, the passage for everyday use being one of the smaller entrances on both sides. Within the walls stands a group of houses intended for retainers and servants. The main house contains a large middle room, which serves both as parlor and office, and on both sides of this are other smaller rooms for the use of the male members of the family. The women of the house live in an inner separate establishment connected either by a corridor or an open pathway with the main edifice; there are several rooms close together but separated from each other by thick walls; these rooms have doors only on one side, that fâcing the main house.

On-dol, or Warming Arrangement. This method of warming a room in winter is peculiar to Chōsen. The floor is paved with stone plastered over with clay, with a tunnel underneath which serves both as furnace and chimney. The fuel, usually dry grass, is burnt at one end of this tunnel, and the hot, smoke-laden air escapes at the opposite end. The floor of the room, which is covered by thick oiled paper or matting, gets thoroughly warmed, making it comfortable to sit on or lie down upon.

Houses of the Common People. Except at Heijō, Jinsen, Fusan, etc., where the example of the Japanese is inducing the natives to build larger houses with tiled roofs, the ordinary houses, even those in large towns, are straw-thatched huts, most of them scarcely fit for human habitation. The smallest of these houses cover about 4 sq. yds., those of average size 8 or 9 sq. yds., and all are low-roofed and have small windows, so that it is almost impossible to live in them during the hot season. On summer nights people often sleep in the open air; in winter, on the other

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hand, these tiny rooms are too hot and close for anybody but the natives; while in all seasons, filth, vermin, and flies make the ordinary Chōsen house most forbidding to travelers.

On-dol. These houses are heated in a similar way to those of the upper classes, except that the tunnel consists of a few narrow passages, through which the hot air is made to pass. The furnace where the fuel is burnt and the exit for the smoke are on the same side, close together near the kitchen; the furnace being generally utilized for cooking purposes.

Clothing. The dress of the modern Korean seems to be an imitation of that of the Chinese. It consists of a jacket, coat and trousers, both for males and females, though of course with many differences.

Men's Clothing. The jacket (*chok-sam*) and coat (*zurumaki*) are both open in front like the Japanese *kimono*, and the left side is made to overlap the right, to which it is fastened by cords over the chest at the right side. The jacket, which is worn next to the skin, comes down to the waist, where it overlaps the upper part of the trousers. The coat, or *zurumaki*, which is worn over the jacket, is loose, long and flowing, reaching down halfway between the knee and ankle. It is usually open at the sides, that of the *Yang-pan* being open at the back, from the waist down. The coat is generally worn outside the house or on ceremonial occasions, the ordinary covering for the upper part of the body inside the house being a jacket—either one or several (for cold weather jackets are made of a thicker kind of cloth, many of them being worn one over the other). The trousers (*pa-chi* or *sok-kots*), tied around the waist, are loose in the upper part but get tighter below the knees, till at the lower end they are tied close to the ankles (being sometimes elongated into a kind of gaiter). One characteristic of the Chōsen dress is the entire absence of pockets or button-holes. In this respect it resembles the Japanese *kimono*.

Material and Color of Clothing. The clothing of the common people is generally made of cotton material, while the *Yang-pan* wear silk garments. Although in the northern regions one may sometimes meet people in winter wearing jackets made of wadded cotton or lined with fur, these are the exceptions; the prevailing custom in cold weather being to put on a large number of unlined garments. This has led to the habit among the wealthier classes of regarding with pride the number of garments one can afford to wear.

The great majority of Chōsen people wear white, but occasionally among the higher classes are found men wearing colors, such as light red, blue, light green, violet, brown, and light yellow. The colors are fixed occasionally to indicate status: for instance, men with scholarly degrees wear a blue band on each side of the chest. Among women, also, distinction of this kind are very strictly observed: for instance, newly married women wear rose color or dark yellow; those who have not yet reached the age of thirty, violet; those above the age of thirty, white; widows, irrespective of age, are obliged to wear linen of white or tan color.

Women's Clothing. The ordinary attire of the women consists of a jacket and two or three pairs of trousers. The jacket is very much shorter than that of a man, reaching slightly below the chest, whereas the trousers are made to come up much higher than the man's, and are fastened to the jacket by ribbons. The trousers are of

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two kinds, one pair worn indoors and an additional pair for outside wear. The former are much tighter than a man's and are tied in close at the ankles, while the latter are wide and flowing, with the lower ends left loose. The outer trousers of *Yang-pan* ladies are particularly spacious, the skirt, with its many folds, being long and flowing. The outer trousers are worn in the street, when the ladies cover themselves completely from head to foot with a long voluminous coat, called *chang-ots*, sometimes even covering the face itself, with the exception of the eyes.

Sash (*tui* or *hori-tui*). Both men and women, when they go out of the house or on ceremonial occasions, wear a sash around the waist for fastening the upper part of the trousers. It is made of cotton or linen in the case of ordinary people, of silk or brocade in the case of the upper classes, and is often adorned with gold, silver or ivory ornaments.

Washing. As white is the prevailing color of the people's clothing, washing is an important affair with every household, constituting the larger part of the women's work. It is a very common thing in all parts of Chosen to see four or five women by a well or stream, engaged in the arduous task of washing. The garment, which is first soaked in lye, is placed on smooth stones and thoroughly beaten with a piece of wood, then after being washed in fresh water, it is well starched and undergoes a smoothing process till it becomes glossy. Owing to the necessity of such frequent washing, Chōsen clothes are made up of pieces, for the most part stuck together by paste, garments with the parts sewn together being comparatively few.

Head-dresses. The Chōsen people tie their hair on the top of the head into a top-knot, generally as large as the fist, by using a metal bar (*pung-jan*), the head being then covered by a kind of close-fitting cap. Over this they wear their characteristic hat, which they call *kats* (Japanese, *kasa*); which is somewhat like a miniature European top hat, the crown being much smaller and the brim wider. This hat is made either of horse-hair or bamboo-tissues, ordinarily lacquered black, though sometimes done in various colors. When worn, it is placed firmly on the head, and tied by two ribbons under the chin. The *kats* of *Yang-pan* are generally made of white horse-hair, often lacquered in other colors than black; with ornaments at the top or adorned with gay ribbons.

Mourning Hats. These are made of bamboo, colored brown, and are different from the kind above described, being large, round and spacious, the brims coming down as far as the shoulders and covering the face itself. The reason that the traveler so frequently meets people wearing this kind of hat is due to the common practice of observing three years' mourning for parents. Besides these, there is a kind of aristocratic ceremonial hat which is made of silk gauze, and one that is shaped like a flower of the *Chōji* (common clove), hence the name of *Chang-ja-koan*. But all these hats are fast going out of use with the adoption by the Chōsen people of the European way of cutting their hair.

Female Head-dress. The Chōsen woman glories in her long and thick tresses. These are parted in the middle, and, in the case of the wealthy classes,

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fastened together at the nape of the neck by means of a ring and a gold or silver hair-band, sometimes six inches long. Among the lower classes who engage in hard labor, the tresses are gathered together and tied on the top of the head in such a way that they serve as a sort of buffer to the head, on which may be carried a water-jug or the washing. Chōsen women never wear hats of any kind, except dancing girls (*kisaing*) who, when fully dressed, wear an ornament resembling a crown.

Children's Hair-dressing. Chōsen children, irrespective of sex, have their hair parted in the middle, and gathered at the back into a long queue which hangs down behind. Boys and girls are thus scarcely to be distinguished except by their clothing. On coming of age, the young folks dress their hair as do the men and women, in distinctive styles, as previously described.

KOREAN CHARM POLE.

Food. The Chōsen people have three meals a day, of which the breakfast (*cho-pan*) consists of light, plain dishes, and the dinner (*chom-pan*) and supper (*chon-nyok*) of richer and heavier foods. Dishes are served separately to each person on small tables (*sang*), the use of a common table being rare. The people as a rule make rice their chief article of diet, but in country places millet and wheat are used instead. Usually, the morning and evening meals consist of rice gruel and a few additional dishes, the midday meal of rice, cooked hard, and two or three other dishes generally consisting of vegetables and salted fish. The flesh of all kinds of wild animals and fowl, and even that of dogs, is eaten; such delicacies being confined to the upper classes. Raw fish (eaten after being dipped in *soy*, highly flavored with pepper) and the internal organs of animals, are considered special delicacies. The Chōsen people are particularly addicted to using strong flavored condiments and relishes, such as pepper, onions, and leeks. In cooking they use oil of different kinds, both vegetable (sesame and castor oil) and animal.

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Communications.

Railways. The total length of the Chōsen Railways at present is 1,151.5 miles. Of these the Keijō-Fusan Line (280.6 mls.) and Keijō-Antung Line (310.3 mls.) constitute the Trunk Line, which connects on one side with the Japanese Railways *via* the connecting service across the Chōsen Strait, and on the other with the great continental systems leading to Europe, and with the Chinese Railways. The other lines are either branches or local railways, i. e. the Keijin Line (between Eitōhō and Jinsen, 18.4 mls.), the Konan Line (between Taiden and Moppo, and the Kunsan Branch, 176 mls.), the Masan Line (between Sanrōshin and Masan, 24.8 mls.), the Heinan Line (between Heijō and Chinnampo, 34.3 mls.), the Kenjiho Line (besween Kōshū and Kenjiho, 8.2 mls.), the Heijō Colliery Line (between Heijō and Shōkori, 16.1 mls.), the Keigen Line (between Ryūzan and Genzan, 138.4 mls.), the South Kankyō Line (between Genzan and Kankō, 77 mls.), the North Kankyō Line (between Seishin and Kainei, 58.1 mls. and between Yujō and Ranan, 9.3 mls.).

History. The first actual railway construction in Chōsen was the undertaking of an American, James R. Morse, who in 1896 secured a concession from the Chōsen Government to build a line between Keijō and Jinsen (*Chemulpo*). This concession with all its privileges was purchased, before the work was completed, by the Japanese Keijo-Jinsen Railway Company, which was organized by Baron Shibuzawa and others, and this railway (between Jinsen and Roryoshin, which is 2.5 mls. from Keijo) was completed and opened to traffic in 1899. In 1901, a Japanese Company (Keijo-Fusan Railway Company) was organized, the Japanese Government having obtained the concession in 1894. The new company at once commenced work from both ends (i. e. Keijo and Fusan), and in 1903 the Keijō Jinsen Railway Company was amalgamated with it. The whole line between Fusan and Keijō (267 mls.) was completed and opened to traffic in January, 1905. In the meantime work on the Keijo-Antung Line, as well as on that between Fusan and Masampo, had already been commenced as a military measure, the Fusan-Masan Line being opened in May, 1905, and the Keijo-Antung Line in March, 1906. With the passage of the Railway Nationalization Bill in 1906, the Chōsen Lines were purchased by the Government, and together with the other lines belonging to the War Office, were all placed under the management of the Railway Bureau of the Residency General (afterward under the Government General of Chōsen). These railways, in some portions hastily constructed on account of military necessities, have since been throughly and extensively repaired. On the 31st of July, 1917, the management of the Chōsen Railways and all business accessory thereto were entrusted to the South Manchuria Railway Company.

The Chōsen Railways are of the 4 feet 8½ inches standard gauge, the rails weighing 76 lb. per yard on the Main Line and 65 lb. on the Branches. The Trunk Line between Fusan and Shingishū for the most part traverses level plains, so that for about 300 miles on each side of Keijō the grade is not more than 300 feet (on the Keijō-Antung Line), and 700 feet (on Keijō-Fusan Line). Sharp gradients are therefore comparatively rare. Between Keijō and Shingishū there is no place with more than 1/100 and between Keijō and Fusan never more than 1/50 or 1/60. (as a rule only 1/80 to 1/100). The tunnels are also few in number. Between Keijō and Shingishū the longest ones are Gyoha (1,740 ft.), Hakuba (1,782 ft.), and five

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others that are each more than 1,000 feet long. Between Keijō and Fusan the longest tunnel is the Shōken (3,948 ft.), and two or three others that are each over 1,000 feet long. But there are numerous bridges, the longest are the Yalu Bridge (3,097 ft.), Daidō-kō Bridge (2,938 ft.), Seisen Bridge (2,582 ft.), Kankō Bridge (2,659 ft.), besides five or six others, each of which is over 1,000 feet long.

At the extreme ends of the Trunk Line—at Shingishū and Fusan—connecting arrangements are provided with other railways either in Manchuria or Japan (in the former case by a bridge over the Yalu and in the latter by a connecting steamer service across the Strait); and at coast towns where Branch Lines terminate, there are many facilities for steamship communication.

The passenger cars of the Chōsen Railways are of the bogie type. There are three kinds of trains: Through, Express, and Ordinary Trains. The through trains on the Trunk Line are provided with dining and sleeping cars, and the express trains with dining cars. (For particulars see the Introduction on transportations and the corresponding passages of each Route).

Electric, and Light Railways. The following lines were in operation in 1919.

Line	*Miles*	*Gauge*	*Power*
Keijō City	16.3	3 ft. 6 in.	Electricity
Fusan City & between Fusan and Tōrai	10.7	2 ft. 6 in.	Electricity
Zenshū—Riri	15.5	2 ft. 6 in.	Steam
Kankō—Seikoshin	10.0	2 ft. 6 in.	Steam
Shin-anshū—Sendō	23.0	2 ft. 6 in.	Steam
Taikyū—Hokō	63.9	2 ft. 6 in.	Steam
Saigaku—Bukkokuji	8.3	2 ft. 6 in.	Steam
Kyōjō—Ranan	4.3	2 ft.	*Human Power
Kintei Station—Kintei Town	1.3	2 ft.	Human Power
Kankō—Chōhori	15.6	2 ft.	Human Power
Wakan—Rakutōkō	0.7	2 ft.	Human Power
Seishin City	0.6	2 ft.	Human Power

*The cars are pushed along the tracks by human power.

Highways. In Chōsen, in former days, there were nine highways, viz. the Gishū Road, the Keikō, Heikai, Fusan, Jinsen, Chinnampo, Rashū, Honei, and Kōka Roads—all of which started from Keijō. They were narrow and exceedingly uneven, so that all traffic was on horseback or on *palanquins*. However, when the Residency General was established, the authorities made great efforts at road building and, moreover, the completion of the Keijō-Fusan and other railway lines removed much of the difficulties formerly experienced by travelers. When the Government General was established it drew up a new scheme of roads to cover the whole

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Peninsula. The scheme included 17 lines of first-class roads (24 ft. wide, total length 1,924.9 mls.) and 79 lines of second-class roads (18 ft. wide, total length 5,690.6 mls.), altogether 97 lines, their total length amounting to 7,615.5 miles. Of these, the 34 lines (total length 1,675.2 mls.) most urgently needed were chosen fo the first term, including both first and second class roads, and work on them was commenced in 1911. According to the pre-arranged plan the undertaking was to be completed in March, 1918, and the total expenditure was estimated at 10,000,000 *yen*.

After these improvements, motorbuses were gradually introduced as popular means of conveyance on the first and second class highways and *jinrikisha* on inferior roads, till now nearly all the important towns and cities in the land are connected with the railways by good roads ; but traffic is sometimes suspended on some of them owing to the overflowing of rivers.

Navigable Rivers. Although Chōsen possesses some fine rivers, they have not been utilized for navigation purpose as much as they might have been. The larger rivers navigable for junks are as follows :—the Yalu (for about 270 mls.), the Daidō (for about 130 mls.), the Kan-kō (for about 130 mls.), the Kin-kō (for about 70 mls.), the Eizan (for about 60 mls.), the Rakutō (for about 120 mls.), the Tumen (for about 60 mls.). Native junks plying on these rivers generally carry merchandise. Steam launches for short distance passenger traffic are run on the lower courses : for instance; on the Yalu, between Ryūgampo and Shingishū (and Antung), 15 miles; on the Daidō-kō, between Chinnampo and Mankeitai (6 mls. below Heijō), about 40 miles; on the Kan-kō, between Jinsen and Ryūzan (Suburbs of Keijō), about 50 miles; on the Kin-kō, between Kunsan and Kōkei, about 25 miles; on the Rakutō-kō, between its mouth and Mitsuyō, about 35 miles; on the Tumen, between its mouth and Koyū, about 13 miles.

Post, Telegraph and Telephone. Since 1905, when Chōsen affairs were placed under Japanese management, a great advance has been made in the facilities of communication. In 1918 there were 179 post offices, 363 minor post offices, 97 telegraph offices, 1 telegraph and telephone office and 54 automatic public telephones. Besides ordinary mail matter, the post offices of Chōsen deal with telegrams, telephones, parcels, money-orders and saving bank business. They also pay out annuity pensions, insurance allowance and retiring allowances, as is the case with those in Japan. In addition, the Chōsen post offices have opened book-transfer savings accounts with the post offices in Japan proper and in the Kuantung Leased Territory.

Communication by Wireless. Jinsen, Moppo, Shoseitō (in the Kōkai Province) and Kōmontō (in the South Zenra Province) are each provided with a wireless station. Through these stations communication can be made with vessels steaming along the coast,

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and weather warnings are given to them—also they are of invaluable service in cases of disaster at sea.

Industries.

Chōsen is almost exclusively an agricultural country, but agriculture is carried on mostly in a primitive fashion. The Government, especially since the annexation, has been tireless in encouraging farming, and forestry, mining, and the fishing industry, but as to results up to the present time there is not much to be said. The principal products of Chōsen are rice and other grains, gold dust, cattle, hides, and ginseng. The justly famous pottery, *Kōrai-yaki*, belongs to the past, the art being now forgotten. Fans and matting made of rushes, and blinds made of bamboo, are works of some skill, and perhaps they are the most noted among the manufactured articles.

Agriculture. Throughout Chōsen are found lands fit for the cultivation of rice, wheat, millet, beans, vegetables, and fruit trees of various sorts. Experiments have shown that Southern Chōsen is well suited for the cultivation of American cotton. Sericulture also can be carried on all over the Peninsula; so, too, can stock farming. The Government is making assiduous efforts to encourage and train the people in these various pursuits, by establishing model farms and sericultural training institutes, and by making free grants of seeds and seedlings. A better system of irrigation is the one thing needed to open up to cultivation many extensive tracts of land. The outlook is promising, as the people now seem to be waking up and taking advantage of the facilities offered for building up a thriving agricultural country. Among these advantages are the rich soil, healthy climate, cheapness of land, the light burden of taxation, and the aid given by the Government.

Cultivated Land. The cultivated land in Chōsen at the end of 1918 totalled 10,641,337 acres, of which 3,784,998 acres consisted of paddy-fields and 6,856,339 of farms. Of the paddy-fields, about 20 per cent yield two crops a year, with 80 per cent yielding only one. The proportion of the land cultivated by the owners themselves and that cultivated by tenants is approximately nine to ten.

Uncultivated Land. The present condition of the uncultivated land in the Peninsula cannot be overlooked. For many years, the Japanese Government has consistently encouraged the people to make use of all arable land, and with the general growth of industry in Chōsen, the hitherto neglected land, such as unexploited tracts, wastes, and even marshes and swamps, has gradually come to be opened up and brought under cultivation. Thus, at the close of the year 1917, uncultivated land in Chōsen totaled 258,712 acres, of which some 129,000 acres were owned by the Government and loaned to intending cultivators, while the rest belonged to private individuals. It should be remembered, however, that these figures do not generally include the slopes at the foot of mountains, or many of the dried-up beaches.

Most of the uncultivated State land loaned to private individuals was under cultivation by the end of 1917, and the area of the tracts thus developed now amounts to 9,200 acres. This newly added land is being utilized as paddy-fields, dry fields or plantation fields.

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Agricultural Products. The chief grain products in 1917 were as follows:—

	Bushels.		*Bushels.*
Rice	61,135,045	Millet.....	19,996,790
Barley	25,384,630	Hiye (*panicum frumentaceum*)	3,876,475
Wheat	6,388,175	Indian Millet.....	3,240,220
Rye	1,396,955	Indian Corn.....	2,254,340
Soja beans...	14,692,175	Oats.....	2,581,700
Red beans...	4,096,040		

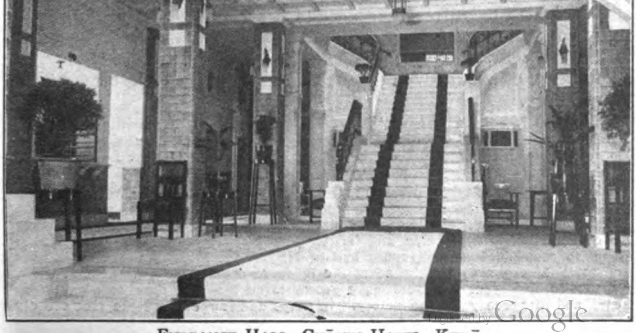
Comparing the above figures with those of ten years ago, the output of rice, barley, and beans has increased about 64, 82, and 65 per cent respectively. Other grains also have made more or less increases, but the 285 per cent of rye and 85 per cent increase of millet are the most remarkable.

Besides the above named products, may be mentioned the following:

	Piculs.		*Piculs.*
Raw Cotton.....	69,724.1	Hemp.....	521.9
Raw Silk.....	156.9	Chestnuts.....	265,658.9
Large Flax	18,843.1	Apples.....	82,222.1

Among these, raw cotton and raw silk have been especially remarkable in their increase, their output having trebled and quadrupled in ten yaers. The chestnuts are of a superior quality, Kanjū (See P. 122) being the most noted place for their production. Apples, which are of European origin, are also excellent and their cultivation is on the increase.

Ginseng. Ginseng is a durable herb called *In-sam*, or technically *Panax Ginseng*, and by virtue of its medicinal effect it holds an



ENTRANCE HALL, CHŌSEN HOTEL, KEIJŌ.

important place among Chōsen's agricultural products. For centuries the root of this plant has been greatly valued by Koreans as well as by the Chinese, and it has always brought high prices, both because of its medicinal value—occupying a nearly similar place to quinine among Western nations—and for its alleged other virtues with which tradition has associated it since time immemorial.

There are two ways of preparing these roots. One is merely to dry the raw roots in the sun, in which case the preparation is called *Paik Sam*. The other way is to first steam the raw roots and then dry them, and the result, called *Hun Sam* is held in special favor by the Chinese.

The Government General of Chōsen has established a monopoly system for *Hun Sam* and designated eight counties in the vicinity of Kaijō as the monopoly district. All the ginseng grown in this district, when six years old, is taken to the Kaijō Branch Office of the Monopoly Bureau where it is sorted into two classes according to quality. The superior class is purchased by the Bureau for the *Hun Sam* grade and the inferior is returned to the growers who can easily dispose of it as *Paik Sam*.

The total crop of ginseng in 1917 was 485,067 *kin* (a *kin* is equal to 1.323 lbs.) of which 131,892 *kin* value 741,329 *yen*—was purchased by the Monopoly Bureau. The *Hun Sam* output in the same year amounted to 37,368 *kin* not including 12,812 *kin* of tail-ginseng, prepared from the thin ends and fibres of the roots. The entire *Hun Sam* sold in the year was 37,931 *kin* in quantity and 1,853,621 *yen* in value, but since this quantity figure includes some 9,100 *kin* of tail-ginseng, chip-ginseng, and other kinds of lower value, it is estimated that the sale of *Hun Sam*, Chewing Ginseng, and other superior ginseng, amount only to three-fourths of the total. Superior ginseng is worth on an average 67 *yen* per *kin*.

Apart from the 353,175 *kin* of inferior roots returned to the growers by the Bureau, there were 25,600 *kin* of the same grade produced in localities outside the Monopoly District, and these were also permitted to be freely disposed of as *Paik Sam*. The *Paik Sam* sold in 1917 totaled 62,830 *kin*, 308,950 *yen* in value, which, added to the *Hun Sam* sales, makes up the grand total of 2,162,571 *yen* an increase of about seven times more than ginseng had brought ten years before.

Ginseng is cultivated at Kaijō and in the neighboring 8 counties within 46 to 125 miles of Keijō. As stated, the Monopoly Bureau designates these districts, prohibiting cultivation in other places. At Kaijō there is a ginseng factory to which the roots are brought and prepared for market.

Cultivation. Ginseng plants are raised from seed which is sown in rich nursery beds in early spring and well covered with straw mats as protection against frost. When the seedlings are between 1½ and 2 inches high they are transplanted to a hill-side and left to grow for about six years, care being taken to weed out other growths and to prevent the plants from being injured by frost; also guards are placed at the farms to protect the crop against theft. By the seventh year the roots have grown to be 7 or 8 inches, or even a foot long, and are ready for the factory. In shape and appearance the root closely

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resembles a parsnip. After one crop of ginseng, the ground is said to be unfit for the same crop for four or five years.

Preparation. The roots are first thoroughly washed and cleaned and assorted according to size, and then steamed for about an hour, after which they remain in a desiccating room for from five to seven days till they are thoroughly dried. The roots, now reduced to about one third their former weight, and lightreddish in color and almost translucent, are now put into small boxes, and sent to the market, where they bring on an average ¥67 per *kin* (1917). In 1913, the price was ¥82 a *kin*. The larger the roots, the better the price. Of the best kind fifteen pieces weigh 1 *kin*, while ordinary good ginseng numbers, from twenty to forty pieces per *kin*.

Stock farming. The live stock of Chōsen consists chiefly of cattle, horses, and pigs. The cattle are large and strong, and besides being used as beasts of burden, are exported for meat to Japan, Vladivostok, and China ports. The number of live stock at the end of 1917 was as follows:

(1) Cattle	1,384,609	(4) Goats	15,116
(2) Pigs	832,280	(5) Donkeys	11,824
(3) Horses	55,380	(6) Mules	1,858

The local distribution of the live stock is as follows: Cattle: South Kankyō Province heads the list with 160,578, followed by North Keishō Province, with 156,140; North Heian Province with 154,124; Kōgen Province, 1 2,159; South Keishō Province, 136,072; the last of the list is North Zenra Province with 41,789. Horses: South Zenra Province has the largest number with 15,672, next is South Kankyō Province with 8,842; North Chūsei Province records the smallest number, 499. North Heian Province, leads in the number of pigs with 127,228, followed by South Kankyō Province, 114,525, while North Chūsei Province makes the poorest showing with 14,963.

Forestry. Chōsen's forest area covers about 39,cco,cco acres, 73 per cent of the entire area of the country. A large proportion of this extensive forest area is bare of trees, owing to mal-administration in the past, which permitted it to be depleted for fuel. It is only in North Chōsen that forests worthy of the name can be seen —along the courses of the Yalu and the Tumen, and in the land attached to the tombs of Kings. Japan, especially after the annexation, has done much for the conservation and extension of forests, taking measures as outlined in the Forestry Bill of 1911. The general condition may be judged from the following figures:

Land covered by forests	13,440,000	acres
Land covered with shrubs	17,689,000	„
Land without trees or shrubs	7,796,000	„
Total	38,925,000	„

Which shows that only ⅓ of the entire forest area is covered with forests, the rest being either entirely bare of trees or covered only by shrubs.

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Afforestation Measures. Since 1907 much has been done to encourage afforestation. Young trees have been planted in the hills near Keijō at the Government's expense, and nursery stations have been established to supply seedlings gratis to people engaged in the forestry business. Portions of the Government forest lands, lying idle, have been transferred to private individuals or corporations on condition that they be used for forest production, The Oriental Development Company, the municipality of Fusan, and the famous firm of Mitsui are now interesting themselves in forestry undertakings and there is great hope for an extensive improvement in the future, especially as the soil everywhere is well suited to afforestation.

The afforestation has already progressed to such an extent, that in 1917 the number of trees planted by the Government and private individuals totaled 99,470,000—a wonderful increase of about 35 times the number, 2,820,000, of all the trees in the Peninsula in 1910, the year of the Incorporation. It is believed that the species of trees best adopted to Chōsen are: Nise-acacia, Akamatsu (*Pinus densiflora*), Hakuyo (*Populus alba*), Kunugi (*Quercus serrata*), and Kuri (Chestnut trees). The main Forestry Office under the Government General, which is the most important forestry organ in Chōsen, (See P. 138) is situated at Shingishū and controls forests 5,500,000 acres in area, in the basins of the Yalu and the Tumen. With its numerous branch offices it protects the state forests in every district and carries on all forestry business, such as felling, transporting, and sawing.

Fisheries. Chōsen possesses 1,700 miles of coast line, and the water, due to the favorable climate, and to the warm current from the south and the cold current from the north, abounds with more than 200 species of marine products. Among the more important are: sardines, *guchi*, *mentai*, mackerel, *sawara*, cod-fish, herring, *nibe*, sword-fish, sea-bream, *yei*, sea-eel, *mebaru*, salmon, trout, salmon-trout, cuttle-fish, octopus, lobsters, crabs, sea-slugs, *tairagi*, *igai*, oysters, clams, gelidium *amansii*, gliopeltis furcata, undaria-pinnatifida, laver, etc.; also whales and other sea creatures.

In former days, the people carried on this industry in a very primitive way, bringing in only small catches, but, in recent years, the central and local governments have encouraged this industry by safeguarding the fishermens' livelihood, by maintaining peace and order in fishing villages, and by instituting investigations bearing upon the development of the industry.

This is financed at local expense or by Imperial Bounties. As the result of these efforts, fishing returns have risen higher and higher until the Korean fishermen's catch worth 3,670,000 *yen* in 1909, increased to 9,760,000 *yen* in 1917 and that of the Japanese fishermen in Chōsen waters increased in the same period 3,550,000 *yen* to 11,150,000 *yen*.

Number of Fishermen. The following figures will show the actual state of the fisheries in Chōsen waters in 1917:—

	Koreans	Japanese	Total
Fishing boats ...	45,892	11,897	67,789
Fishermen	247,139	70,184	317,323
Catch value	¥9,760,592	¥11,152,700	20,913,292

Salt Industry. Up to 1917, Koreans made salt by boiling sea water, but the method being primitive and not economical, Korean salt could not compete with salt imported from China or the leased territory of Kuantung, the result being a gradual decrease in the salt

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output of Korea. Later the Korean Government established an experimental salt field of 2.45 acres in the village of Shuan, near Jinsen, where, after repeated experiments it was proved that salt, far better than Chinese and as good as Japanese salt, could be produced in Chōsen. From that time salt production by natural evaporation was made a Government undertaking, and the construction of salt fields 2,450 acres in area, was begun in 1909 and completed in 1912, and in 1913 the fields began to be operated on a large scale.

Following is a table of the areas of the fields and the output of salt in 1913 and 1917.

Area	Output
1913—2,505.1 acres	416,133 piculs
1917—2,526.4 „	885,869 „

Mining Industry. Gold, silver, copper, iron, lead, graphite, and coal are the principal minerals of Chōsen, and their output in 1918 was roughly valued at 30,838,000 *yen*.

Mining Policy. Formerly no definite policy was followed in Chōsen in mining administration, and local authorities as well as the central Government granted mining rights at their pleasure, the result being a lack of unity in the mining industry. When, however, the Resident-General promulgated the Minings Law and Alluvial Mining Act in 1906, many Japanese and foreign capitalists turned their attention to mining and instituting modern methods of working, created a new epoch in the history of the mining industry in the Peninsula. This mining law continued in force even after the Incorporation, until the Chōsen Mining Law was promulgated in April, 1916. The new law placed all important minerals thereafter discovered, under the control of the Resident-General and gave to mining rights the same status in their relation to real estate as other rights, and also permitted the Land Appropriation Law to be applied to land required for mining purposes. In 1917 the mining applications numbered 6,189 (ten times as many as in 1912); of these applications 1,224 received permission (about four times as many as in 1912).

Areas of Mine Lots. The total area of mine lots controlled and protected by the Mining Law in Chōsen at the end of 1917 covered 933,960 acres, besides river beds 381 miles long. Of this area about 30 per cent, or 334,224 acres, and 96 miles of river beds are now being worked. The principal mine lots are as follows:—

	acres		*acres*
Gold & silver	96,373	Tungsten	6,096
Gold, silver & lead	21,171	Copper	5,000
Graphite	18,208	Coal	3,800
Iron	10,612	Mixed ores	157,972
Alluvial gold (River bed deposits, 92 mls.)	10,000	Other minerals	4,992

Gold Mines. Gold heads the list of the mineral products of Chōsen; the principal mine lots are at Unzan (see P. 135) and Suian (see P. 131). Both are licensed mines worked by Americans, and a greater part of the output of Chōsen (164,233 *troy oz.*) comes from them. Prominent among the other gold mines are Chiksan (see P. 20), Shōjō, and Heian at Kijō, and the Rakuzan mines at Chōen. Chiksan and Jun-an (see P. 134) are well known for the production of

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KOREAN WASHING.

alluvial gold. Formerly, alluvial gold was generally dug by hand, but machinery is gradually coming into use with satisfactory results.

The yearly output of alluvial gold amounts to 12,652 *troy oz.* The total value of the annual output of gold and silver is estimated at about 3,867,000 *yen.*

Iron Ores. Next to gold comes iron and of all the iron ores, limonite is the most abundant. The principal iron mine lots are within a zone extending in the western part of Chōsen from Shariin on the Keijō-Shingishū railway line, to Kōshū, Kenjiho (see P. 133) and Kaisen, east of Shin-anshū (see P. 134), and also include the mines of Sainei, Inritsu, and Kaisen. Next to limonite, hematite is found in abundance, Angaku being the greatest mines. While magnetic iron ore is also found in many places its output as yet is small. In the vicinity of Kankyō, work on the Rigen iron mines has recently been commenced. In 1917, the total output of iron ore was 140,653 tons, valued at 401,101 *yen.* Besides the above, iron ore is found at Sanchoku and Kōryō, in the Kōgen Province, and at Tansen and Mozan. The iron mining industry in Chōsen has a bright outlook.

Coal. The coal most generally found in Chōsen is a kind of anthracite peculiar to the Peninsula. The yearly output from the ten Government collieries is from 150,000 to 160,000 tons. About 80 per cent of the entire output of coal in Chōsen (195,140 tons; value 1,150,000 *yen*, in 1917) is anthracite, a greater part of which goes to the Naval Briquette Manufactory in Japan. Besides the Heijō neighborhood, anthracite is also mined at Kaisen, Junsen, Tokusen, and Mozan in the South Heian Province, and Sanchoku in the Kōgen Province. Lignite, though inferior to anthracite in quantity, is found in Anshū, Kankō, Kyōjō, Chōki and Kainei and other sections, and there are great possibilities in its future exploitation.

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Graphite. Graphite ranks next to coal in importanc in the minerals of Chōsen. It is of various kinds; fake (like Scales), fibrous, granular or earthy. In 1917, the total output of graphite was 14,730 piculs, valued at 1,001,360 *yen*. Good fake or fibrous gr phite containing 90 per cent carbon, is found in the North Heian and the North Kankyō Provinces, while granular or earthy graphite is found mostly in Southern Chōsen. The greater part of the fake graphite is sent to Japan the earthy variety comprises the bulk of graphite exported to other countries.

Copper. The principal Copper districts are at Kōzan in the South Kankyō Province and at Kōshō in the South Heian Province. The mines at Kōzan were started by Americans, but were purchased by the Kuhara Mining Company in 1910, and since then they have been greatly enlarged and improved. The whole output of coarse copper in 1917 amounted to 3,734 piculs (value 2,604,000 *yen*), almost all of which was the product of the Kōzan mines. The other mines produce an aggregate of 5,040.8 piculs of copper (value 77,600 *yen*).

Besides the principal minerals mentioned above, Chōsen, as previously stated, produces silver lead, zinc, and also quicksilver, tungsten, kaolin, sand-silver, etc. There are also a number of mines which yield mixed ores containing gold, silver, lead and zinc. With the progress of metellurgical knowledge, it would seem that the mining industry of the Peninsula will become exceedingly prosperous.

Manufacturing Industry. Korean industry attained a high degree of development in the *Koli* Period, but it shared the declining fortune of the country until its poor remnants, found in the shape of domestic industry, were all that could tell the tale of its ancient glory. On the advent of the new régime the Government did all in its power to revive art and industry in the Peninsula. The establishment of technical training schools all over the land, and other encouragement measures taken by the Government have brought about the rise of mechanical and other industries that require the labor of the Koreans, such as weaving, earthernware-manufacture, paper making, tanning, and metal working to a considerable degree.

Factories. According to investigations made in 1917, the number of factories in Chōsen which have more than five men or apprentices or employ some motive power, or whose yearly production exceeds 5,000 *yen* in value, are 1,358; their total capital 39,040,000 *yen*; employees 41,543; engines 619; their total horse power 26,170. The output of these factories are roughly estimated as 100,000,000 *yen*. Of the more than thirty different industries in which these factories are engaged, the following are the more important. The list is made out in the order of the respective productions (the unit of the figures being a million *yen*). Rice Cleaning (47.4), Metal Refining (20.8), Tobacco (6.56), Cotton (6.17), Tanning (3.76), Gas and Electricity (2.33), Brewing (1.99), Metal Working (1.97), Printing (1.50), Timber Sawing (1.13).

Government Industries and Laboratories. The Government has under its control a printing office at Ryūzan and a briquetts factory in the compound of the Heijō Mining Office (annual output 20,000 tons), and saw mills (see P. 137) in the Compound of the Forestry Bureau at Shingishū. At the central laboratory in Keijō the raw material of various industries is frequently tested and the results published for public information.

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Commerce.

The value of the imports and exports in 1917 totaled (roughly) 186,662,000 *yen*, of which about 73 per cent represented the dealings with Japan. The exports and imports stood in the ratio of 10 to 8, the excess of imports over exports being 20,000,000 *yen*. Compared with 1910, the year of the Incorporation, Chōsen's trade in 1917 had increased threefold.

Principal Imports and Exports. ***The principal imports*** and their value are as follows:—Rice (27,417,000 *yen*), Soja Beans (9,371,000 *yen*), Raw Fish and Salted or Dried Fish (2,427,000 *yen*), Ginseng (1,926,000 *yen*), Raw Cotton (4,247,000 *yen*), Silk Cocoons (3,154,000 *yen*), Gold (9,631,000 *yen*), Crude Copper containing Gold or Silver (5,161,000 *yen*), Copper (3,068,000 *yen*) Cow Hides (2,020,000 *yen*), Leather Articles (1,388,000 *yen*), Cows (1,012,000 *yen*), Manure (1,407,000 *yen*).

The principal exports and their value are:—German Millet (1,324,000 *yen*), Wheat Flour (1,012,000 *yen*), Salt (1,003,000 *yen*), Sugar (2,204,000 *yen*), Drugs and Chemicals (1,942,000 *yen*), Petroleum (2,651,000 *yen*), Cotton Yarn (4,704,000 *yen*), Cotton Cloth (21,920,000 *yen*), Linen (2,299,000 *yen*), Paper (2,575,000 *yen*), Iron and Steel (3,905,000 *yen*), Iron Rails (1,270,000 *yen*), Vehicles and Vessels (1,782,000 *yen*), Machinery (4,662,000 *yen*), Coal (3,598,000 *yen*), Timber (1,805,000 *yen*), Cement (1,685,000).

Open Ports. The open ports arranged according to the amount of trade are as follows:—Fusan (101,029,000 *yen*), Chinnampo (46,824,000 *yen*), Jinsen (44,738,000 *yen*); Genzan, Kunsan, Moppo, Shingishū (each 10,360,000—17,670,000 *yen*); Seishin, Jōshin, Masan (each 4,770,000 to 7,580,000 *yen*)—according to the statistics of 1918.

Home Markets. From olden times it has been customary among the Koreans to sell and buy at public markets or fairs opened in various central towns, and at present there are 1,116 such markets and 100 private markets in the Peninsula. A public market is, as a rule, opened six times a month, and then it is crowded with people from all neighboring towns and villages. The sight of excited crowds engaged in selling and buying is not without interest.

Companies and Partnerships. Formerly very little business was done in Chōsen by companies; but since the promulgation of the Corporation Law in 1911, many large companies, commercial and industrial, have come into existence with the general growth of industry. According to the returns made at the end of 1917, the companies and partnerships which have their main offices in Chōsen number 228 with a total capital of 78,696,340 *yen*, of which 47,771,734 *yen* has been paid up. Most of them are joint stock companies (133 companies; capital 73,644,000 *yen* 43,542,919 *yen* paid up), and the rest are partnerships on a smaller scale. To classify the companies and partnerships according to their business: 81 are trading companies (capital 8,500,000 *yen*), 47 industrial (capital 172,00,000 *yen*), 25 banking (capital 31,400,000 *yen*), 25 transporting (capital

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13,200,000 *yen*). Besides, a large amount of capital has been invested in the farming, forestry, mining, marine, gas, and electric industries.

There are 54 companies which have their main offices in Japan or other countries and do business in Chōsen through their branches, the capital of such companies totaling 217,000,000 *yen*. Many of them have done much toward the development of the commercial, industrial, banking, transporting, and electrical business of Chōsen.

Banks. The special banks in Chōsen are the Bank of Chōsen and the Chōsen Colonial Bank. Each operates under a special law governing its control and management:

Bank of Chōsen (capital 60,000,000 *yen*, paid up) is the central financial institution, receiving and paying state money and issuing convertible notes, besides doing a general banking business. It has its main office in Keijō, twelve branches in Japan, China, and Manchuria, and is the authority for domestic and foreign exchange, and it promotes foreign trade. In recent years the Bank has shown such activity in Manchuria that even the Yakohama Specie Bank seems to have been eclipsed.

Chōsen Colonial Bank. This bank (capital 10,000,000 *yen*) was organized by amalgamating numerous agricultural and industrial banks scattered all over Chōsen and extending and improving their systems and business. Now it is the central financial institution of the industrial world of Chōsen. This bank has been specially authorised to issue bonds up to ten times the amount of its paid up capital and to allow bonded loans to those who are engaged in the agricultural, manufacturing, or fishing industries. The main office is located in Keijō and its forty-six branches are located at vantage points in the Peninsula. Through these offices the bank discharges its duties of regulating the industrial finances of Chōsen.

Ordinary Banks. In Chōsen there are seventeen ordinary banks; of which three have main offices in Japan Proper; and the rest are found scattered in different parts of the Peninsula. The paid-up capital of these seventeen banks amounts to 8,500,000 *yen*. Most of the Chōsen banks are nothing more than organs of the local money markets.

General View of the Money Market. Giving a general survey of the money market in Chōsen; the total loans amount to 118,000,000 *yen*, of which 85,000,000 *yen* is paid out of the deposits and the rest, undoubtedly, from the capital. The notes issued by the Bank of Chōsen total 80,000,000 *yen* (according to the statement of October 1st, 1918). Keijō, Fusan, Jinsen, and Heijō each have a clearing house, and in 1918 (from January to the end of September), 691,000 cheques were cleared, amounting to 268,000,000 *yen* in value.

Credit Societies. In order to meet the financial requirements of small amounts, a credit society is organized in nearly every district. It consists of members who have paid 10 to 50 *yen* as capital deposits and accepts the current

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and fixed deposits, allows loans, lends materials necessary for production, makes joint purchase, storing of goods, etc., for the benefit of members. There are 260 of such societies in Chōsen, with 130,666 members. The total of the members' capital deposits, the government money and reserve funds amounts to 4,000,000 *yen* and the deposits, loans, to 1,000,000 *yen* and 4,500,000 *yen* respectively (1917).

KOREAN MARKET.

Shooting.

Chōsen, where water fowl, wild birds, and animals live in great abundance almost everywhere, is a paradise for sportmen. Good shootin grounds can be found throughout the Peninsula, mostly along the stream basins, not far from the railway lines. The foreign visitor interested in hunting can have a very good time if he can find congenial companions.

Suggestions to Sportsmen.

License for Shooting: A license can be obtained from any police station by making written application in due form. The available period of the license is from the 1st of October to the 30th of April except in Kōkai, North and South Heian, and Kankyō Provinces where it extends from September 15th to April 30th.

License fee is:—

¥3.00..... for A class (netting and hawking)
¥7.00..... for B class (shooting)

Guns and Cartridges: Guns and cartridges brought by sportsmen for their own use should be declared at the Custom House at Fusan, or Antung, upon arrival. In consideration of the declaration being true it is permissable for the Custom House to pass them duty free. But it is advisable for sportsmen not to take too many cartridges, but to get them from merchants in the principal towns in Chōsen, at Keijō, Heijō, Fusan, etc.

Guides and Coolies can be obtained through the courtesy of the station master. As for the professional hunters necessary for game shooting, previous application to the hotel manager, or to the S. M. R. Keijō Office, is advised.

Water Fowl. Wild ducks, geese, water rails, grey cranes (*nabezuru:* grus monachus), and other varieties are abundant.

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For this kind of shooting, streams and brooks in an open plain are the best grounds. The sportsman should hide in the bushes within range or set up a blind for concealment. For morning shooting the best method is to wait under cover for the dawn; and for evening shooting, to wait for the birds which come in then from the coast to feed. When there is no cover available on the plain, the wearing of a Korean white coat, which has long been a familiar sight to the wild fowl, will serve the purpose admirably.

For the gun, while No. 12 is not without results, No. 8 is recommended as better. Japanese cranes (*tanchō:* grus Japonensis), white necked cranes(*manazuru:* grus leucanchem), storks, herons, and swans are **protected birds,** and cannot be shot.

The best grounds for shooting are as follows:—

Basin of the Rakutō-kō (best season, January and February; December and March less favorable).

Along the Keijō-Fusan Line—In the vicinity of Kiho and Kinkai, and in the neighborhood of the stations of Fukkin, Mitsuyō, Taikyū, Shindō, Taishin and Kinsen, wild geese and wild duck are very numerous. Fukkin, Mitsuyō, and Taishin and their neighborhoods are especially noted for grey cranes (*nabezuru:* grus monachus), and other birds.

Basins of the Kin-kō and Eizan-kō (best season, December and January, November and February less favorable.)

The country about Yokusen, Taiden and Chōchiin on the Keijō-Fusan Line, and about Kōkei, Kan-etsu, Kintei, Shinkōri, Rashū, Sankyō, and Moppo offers good shooting ground. The neighborhood of Kōkei, which is flat and marshy with tributaries of the Kin-kō flowing through it, is especially attractive to great flocks of water fowl.

Basins of the Kan-kō, Rinshin, and Reisei-kō (best season, February and March).

Very good shooting grounds can be found around Ten-an, Seiseiri, and Uzan Stations, and Reishū, about 5 miles east of Suigen, on the Keijō-Fusan Line; around Jinsen on the Keijō-Jinsen Line, and along the waterway between Jinsen and Kōka-tō Island; around Rensen on the Keijō-Genzan Line; and around Kanho and Shimbaku on the Keijō-Shingishū Line.

Basins of Daidō and Seisen-kō (best season, late October and late March). Excellent shooting grounds are found along the Daidō-kō around Zuikō, Kōshū, Kokkyō,Chūkwa on the Keijō-Shingishū Line; around Giyō on the Heinan Branch Line; around Mōchūri, Teishū and Nanshi north of the Keijō-Shingishū Line, in the basin of the Seisen-kō. Gan-jima or Goose Island, 4 miles east of Giyō Station, especially abounds in wild geese and wild ducks, and Hamaguri-jima in the same neighborhood is also noted for this kind of shooting.

Pheasants in Chōsen have a white ring around the neck and are found in tens of thousands in the plains and hills traversed by the railways.

During the season the mountain sides and hills facing the north are covered with snow, while their southern slopes are generally clear enough of snow to find favor with these birds. As the turkey is a protected bird, the sportsman must refrain from shooting it. Besides the above, pigeons, eagles, hawks, quail, snipe, etc. are found in this region. The best season is from December to March, though it differs slightly according to the locality.

No. 12 gun is the best in every way, and a trained dog is indispensable.

Along the Keijō-Fusan Line—Pheasants and wild duck are found in great numbers around Fukkin and Indō; around Shin-ei on the Masan Branch; all along the way to Masan; and around Mitsuyō, Seidō, Keizan, Kōkan, Yōsen, Seikan, Uzan and Suigen. The country about Seidō and Keizan is noted for its hares, while foxes, quail, etc. are found near Kōkan. In mountainous districts, as in the Chiksan gold mine country and that of Gazan, hawks, badgers, wild cats, etc. are often found, besides the above named species.

Along the Konan and Keijō-Genzan Lines—About Tōkei, Kōkei, Chōjō and Kobakuin on the Konan Line, and about Giseifu, Rensen, Tetsugen and Bunsen on the Keijō-Genzan Line, pheasants, quail and hares are numerous; and in the plateaux near Tetsugen, Korean deer are often found.

Along the Keijō-Shingishū Line—In districts near Suishoku, Bunzan, Kaijō, Keisei, Kanho, Nansen, Shimbaku, Kōsui, Kokkyō, and Sensen, there are found great numbers of pheasants and Korean deer. Shimbaku and its vicinity is noted for its good pheasant shooting. In the same districts snipe and quail are also found, and near Kokkyō and Sensen quail and foxes.

Big Game. Tigers, leopards, wolves, bears, wild boars, Korean and other deer.

Shooting big game has its fascination for some hunters as being far more adventurous and stirring than shooting birds, who regard this sport as a risk attended with constant danger, and the hire of professionals to act as guides in the mountains is necessary. Though boar, deer, and Korean deer are comparatively easy to hunt, the chase of tigers, etc. is usually accompanied with difficulties. Sometimes the search lasts several days before their track are discovered. The best season starts from the first of December.

Along the Keijō-Fusan Line—The mountainous districts extending from Fukkin to Ryōzan, Tsūdoji, and their vicinities are noted as ideal grounds for wild boar hunting, while in the mountainous regions about Yusen, Shindō, and Kōkan many wild boars, deer, foxes, and badgers are found.

Along the Konan Line—Near Tōkei and Kōkei Stations, boars, Korean deer, etc. are found; while tigers, leopards, and other wild animals abound in the mountainous districts about Shikairi. Tigers, leopards, deer, wild boars, etc. are also found in the neighborhood of Rashū and Kobakuin.

Along the Keijō-Genzan and Kankyō Lines—Numerous wild boars and deer are found near Giseifu, Tetsugen, Heikō, and Fukkei, while the mountains around Sambō are well known districts for their tigers, leopards, and bears. The plateaux along the Kankyō Line and around Eikō are splendid grounds for hunting the big game named above.

Along the Keijō-Shingishū Line—The mountainous districts near Keisei, Bukkai, Seikei, Sensen, and Ryōsaku are the home of wild boars and deer, and tigers and wolves often roam about the valleys near Sensen and Ryōsaku.

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PAI-TA TOWER, LIAO-YANG.

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Chapter IV. Manchuria.

Geographical Sketch.

Manchuria is fast becoming known as a land of peace and prosperity; an important region in the world's trade, situated as it is on the route of traffic and travel between Europe and Eastern Asia. This is due, in part, to the friendly co-operation of the management of the Chinese, Russian, and Japanese railways operating in Manchuria, who have developed industries, established schools, and introduced sanitary measures of inestimable benefit to the country.

Situation and Area. Manchuria is situated in the northeast corner of China, outside of China Proper. It is bounded on the north and east by Siberia and Chōsen, on the southwest by Mongolia, and its southern extremity, a peninsula, extends into the Yellow Sea (Huang-hai) and Gulf of Pechili (Po-hai). Geographically, Manchuria extends from 38° 40′ N. lat. (at Ryojun), in the south, to 53° 30′ (at Argun, on the right bank of the Amur) in the north: and from 117° 50′ E. long. (at Dalai-nor, otherwise called Hulon Lake) in the northwest, to 135° 20′ (at the point where the Ussury joins the Amur), in the east. Its total area is 382,627 square miles (according to statistics gathered by the South Manchuria Railway Co., in 1916).

Geography. Manchuria is traversed from north to south by two large mountain ranges: Khingan-ling, close to the northwest frontier, and Changpai-shan near the southeast boundary. These ranges have many peaks with altitudes from 3,000 to 6,000 feet above sea level, and a few are as high as 8,000 feet. These ranges have branch ranges which closely approach each other in the central regions, so that Manchuria is a country of high mountain ranges in the northwest and southeast and between them lies an extensive plain opening out towards the southeast and which embraces its most fertile lands. The mountainous regions are known for their riches in timber and for their valuable mines, especially coal mines, and as the source of many rivers, which, besides irrigating the districts they pass through, serve as traffic routes. The largest of these rivers in the north, is the Amur (Heilung-kiang), the Sungari, and the Ussury; in the south, the Tumen, the Yalu, and the Liao-ho. The Amur, forming for the greater part the boundary line between Manchuria and Siberia, is the longest (2,500 mls.), and is navigable for 2,000 miles. Among the rivers draining the interior of Manchuria, the most important are the Sungari, the Nonni, and the Liao-ho. The Sungari and Nonni join at Petuna (above Harbin); the Nonni coming from the northern part of the Khingan range in the northwest and the Sungari flowing from the mountains in the neighborhood of Kirin. The Sungari, after receiving the waters of the Nonni flows on through North Manchuria till it

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empties into the Amur. This river is navigable on its main stream and important tributaries for a total distance of 1,060 miles. The Liao-ho, which drains the plains of South Manchuria, has its source in the steppes of Mongolia, and empties into the Gulf of Pechili. On its lower course it receives an important tributary, sometimes called the East Liao-ho (to distinguish it from the main stream, the West Liao-ho) which flows from the province of Kirin. This river system is navigable for about 400 miles. These two river systems naturally divide the Manchurian plains into two sections—the northern, or the Sungari plains, and southern, or the Liao-ho plains.

Manchuria is known by several other names: *Liao-tung*, meaning the land on the east of the river Liao-ho; *Pah-ki*, or the Country of Eight (*Pah*) banners (*Ki*), meaning the land under the jurisdiction of the Manchu troops; *Kuantung*, or the country east of the barrier (*i. e.* Shanhai-Kuan). In recent years many people have come to use the appellations of North Manchuria and South Manchuria, but this use is entirely arbitrary, there being no clear line of demarcation between the two.

Administrative Division and Political System.

Chinese: Manchuria, known from the days of the *Chin* Dynasty as the Three Eastern Provinces, consists of Fengtien, Kirin, and Heilung-kiang Provinces, the three great administrative divisions of Manchuria. For purposes of administration these provinces are further divided into *Tao*, which, in their turn, are subdivided into *Hsien*. Fengtien Province is divided into three *tao*. Liao-shen, Tung-Pien, and Tao-chang, and is subdivided into fifty-six *hsien*, while Kirin Province is divided into four *tao*. Chi-chang, Pin-kiang, Yen-chi, and I-lan, and is further subdivided into thirty-seven *hsien*. Heilung-kiang Province is divided into Lung-kiang, Sui-lan, and Hei-ho *tao*, and is subdivided into forty *hsien*.

During the *Chin* period each of the three provinces of Manchuria had its own political characteristics, but since the birth of the Chinese Republic, Manchuria has undergone various political changes and each of these provinces is ruled, like every other Chinese province, by a Military Governor and a Civil Governor, except Fengtien Province, where, in view of its special situation as the leading province, one person is invested with both the civil and the military governorships. The Military Government, composed of the Military, Munitions, Military Law, and Army Medical Departments; and the Civil Government, composed of the General Affairs, Internal Affairs, Education and Business Departments, are located in the capital of each province. In districts under their jurisdiction provincial and prefectural offices are established to take charge of administrative affairs.

Japanese: Kuantung, which became a leased territory of Japan by the Portsmouth Treaty, is situated at the southwestern extremity of the Liao-tung Peninsula. A line drawn from the north of Adam's Bay to the mouth of the Pi-liu-ho, near Pi-tsu-wo, divides it from

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Chinese territory. The Chōzan (Chang-shan) Islands, and the Gotō (Uu-tao) Islands are also included in the leased territory. The zone of the South Manchuria Railway extends northwards from Kuantung Leased Territory over 700 miles and this also is under Japanese administration. The area of Kuantung Leased Territory is 1,304 sq. mls.; that of S. M. R. Co's Zone, 80 sq. mls.

The Government General of Kuantung at Port Arthur exercises administration over the above mentioned areas. The Governor who is subordinate to the Prime Minister of Japan, and who is assisted by the Chief Commissioner not only attends to all political affairs but also supervises the business of the S. M. R. Co. and controls police affairs in the railway zone. The Governor is invested with the power of demanding from the Army Commander of Kuantung Leased Territory the use of force when he deems such force necessary for keeping order in the territory, or protecting the railway. In matters affecting diplomacy he has to follow the instructions of the Foreign Minister of Japan.

The Government General of Kuantung is composed of the Governor's Secretariate Department (consisting of two sections: Private Secretary, and Archives Document), the Civil Administration Department (consisting of five sections; Local, Industrial, Financial, Police, and Civil Engineering), and the Foreign Department, to the directorship of which the Consul-General at Mukden is appointed. The post of Chief of the Civil Administration Department is held *ex officio* by the Chief Commissioner, under whose control are placed the High Court of Justice, the Local Court, the Marine Bureau, and the Communications Bureau. For local administration, Dairen and Ryojun each have a Civil Administration Office, with branch offices at Chin-chou and other places. In every concession belonging to a station on the S. M. R., a police office is installed to attend to the administration, policing, etc. of the place.

History.

Events in Manchuria came to have a historical bearing only in the beginning of the 10th Century, that is, at the end of the *Tang* Dynasty and the beginning of the Five Dynasty Period. Before that time, these regions were given up to the rivalries of savage tribes—the Tunguses and Mongols—which had little connection with the events taking place in China Proper. It may be mentioned, however, that among these warring tribes, the largest were the *Kokoli* occupying the regions between the mountain range of Chang-pai-shan and the river Liao-ho, the *Kitans* who had their home in the west of the Liao-ho as far as the border of Mongolia, the *Moho* or a tribe of red-sock nomads, dwelling in the regions along the Amur and the Sungari. The ancient Koreans (*Kokoli*) in particular have prospered greatly, as may be seen from many interesting relics they have left behind in the neighborhood of Liao-yang and Fu-shun. They were subjugated at one time by the Emperor *Kao-tsung* of the *Tang* Dynasty (12th Century), but the principality was revived by *Ta-tso-ying*, a former general of the *Kokoli*, who established what he called the State of *Po-hai*, holding it as a fief of the Chinese Emperor.

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Its frontiers embraced, besides the present Manchuria, the modern Maritime Province of Siberia and the north regions of Chōsen. This new principality held diplomatic relations with Japan. It was finally subjugated in 927 A. D. by the founder of the *Liao* Dynasty.

Between the 10th and 13th centuries, Manchuria was the theatre of active military operations between the rival dynasties of *Liao* and *Kin* (the latter finally being victorious); hostilities being likewise carried on with the *Sung* Dynasty (then in its period of decline) reigning in China Proper.

NATIVE KAOLIANG DISTILLERY (MANCHURIA).

***The Liao Dynasty** (907–1124 A.D.), originally called *Kitan*, embraced the eight tribes of the Tunguses living in the regions west of the river Liao-ho; these tribes at the beginning of the 10th Century were united under a chief (*Eli-aboki*) who assumed the Imperial title. This founder of the *Liao* Dynasty soon conquered the neighboring *Po-hai* Principality, so that the new state came to occupy, besides its original seat (*i.e.* the regions east of the Liao-ho) all of the present Manchuria. And during the 217 years of its existence, especially at its most prosperous moments, it embraced nearly the whole of North China, standing in all diplomatic matters on a footing of equality with the Empire of the *Sungs*. Of its five capitals, two were inside the great wall. The *Liaos* were finally overthrown by the *Kins*.

The Kin Dynasty (1125-1234): The Kins belonged to the *Wanyen* tribe of the Mongols, originally called *Chu-li-chen*, later corrupted into *Nüchen*. The *Wanyens* were a little band of nomads occupying a small tract of land on one side of the Hsiao-pai-shan. They were subject successively to the states of *Po-hai* and *Liao*. When the *Liao* authority began to decline the chief of this tribe (*Nüchen*) first brought under his rule the various kindred tribes, the subjugating other tribes in the regions along the Sungari, established himself as a powerful chief, assuming also the Imperial title, and calling the new dynasty by the name of *Kin* (or gold). Later the *Kins* entered into an alliance with the *Sungs* in order that their joint forces might overthrow the power of the *Liaos*. After the *Liao* State was destroyed, the *Kin* State came to embrace, besides the present Manchuria, the north half of China Proper, *viz.* Chihli, Shantung, Shensi and Honan. The *Kins* were finally overthrown by the *Mongols* (*Yuan* Dynasty), after 120 years of existence.

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When the *Mongols* rose to power (1260) under *Genghis-Khan* (*Temur*), the *Kin* State, including Manchuria, was absorbed in the great conqueror's world empire, and afterwards formed a part of the Chinese Empire under his successors of the *Yüan* Dynasty till 1368. During the first three centuries of the *Min* Dynasty (1368–1644), middle and south Manchuria constituted the Empire's frontier province, where strong fences were put up and mud walls built as a defence against the north barbarian tribes; but with the beginning of the 17th Century Manchuria became the theatre of a very interesting movement, for about this time the ancestors of the recent Manchu Dynasty, (known also by the family name *Aisin-Gioro*), began their activities in founding an Empire.

***The Aisin-Gioro Family** (1559-1626), were the ancestors of the recent Manchu Dynasty who belonged to the *Nüchen* tribe of the Tunguses, and lived in the region southwest of Ninguta. This family together with kindred families, had been reduced to a state of great weakness after the overthrow of the *Kin* State, until at the end of the 16th Century a great leader *Nuluhachi*, arose from among them, who, at the age of twenty-five (1583), united kindred families and subjugated neighboring tribes, and establishing himelf at *Hsingching* assumed the title of Emperor, calling his dynasty *Posterior Kin*. Continually extending his sway, in 1623 he captured *Shenyang*, an important strategic town, to which he transferred his capital. This is the present Fengtien (*Mukden*). His son *Taitsung* (1927–1643) conquered Korea and wrested South Manchuria from the *Mings*, giving to his dynasty the new name of *Ching* (or the Pure); while the third in succession from *Nuluhachi*, *Shitsu-chang-ti* (1644–1661), transferred the capital to Peking. It was under this Emperor that the last vestiges of the *Ming* power were finally destroyed.

The recent history of Manchuria is so well known that the briefest outline will suffice. We will give a few dates which will serve as landmarks in the course of events leading up to the present political condition of the country.

1689—Nertchinsk Treaty concluded between China and Russia.
1859—Aigun Treaty concluded between China and Russia.
1860—Peking Treaty concluded between China and Russia.
1895—Shimonoseki Treaty between Japan and China.*
1896—Cassini Treaty between China and Russia.†
1898—Pavloff Treaty between China and Russia.†
1905—Portsmouth Treaty between Japan and Russia.**
1909—Sino-Japanese Railway Agreement.
1910—Russo-Japanese Agreement concerning Manchuria.

*****According to this treaty that part of South Manchuria, south of the line drawn through the mouth of the Yalu, the Anping-ho, Fenghuan-cheng, Haicheng and Yingkou, were ceded to Japan, but the territory was retroceded to China on the advice of Russia, Germany and France.

†By these treaties Russia secured concessions to extend the Siberian Railway through Manchuria as well as the lease of Chinchou Peninsula (including Ryojun and Dairen).

******By this treaty Russia transferred to Japan the lease of Chinchou Peninsula and that part of the Chinese Eastern Railway south of Changchun, together with all the rights, concesssions, and properties appertaining thereto.

After the restoration of peace, the late combatants have been brought, through a better understanding of each other's aims and plans, to thoroughly co-operate with each other, especially in the

management of the Manchurian railways, thus opening a new epoch and peace and prosperity for Manchuria.

Inhabitants.

Inhabitants. No reliable statistics are yet available as to the population of Manchuria. But basing calculations on the best available source, 20,112,100 (according to investigations made by the S. M. R. Co. in 1916) may be regarded as a fairly approximate estimate. The original inhabitants—the Manchus—belonged to the Tungusic branch of the Ural-Altaic family, who occupied these regions, and for a long time were powerful enough to resist the inroad of the Chinese from the south. But within recent periods a large number of people from China Proper have settled among the original inhabitants until to-day the former constitute by far the larger half of the population of Manchuria. The two races have become much mixed, and the pure Manchus are found only in the northern parts of the Sungari Basin and along the Ussury, altogether numbering not more than one tenth of the whole population. Included in the other races are a small number of Mongolians and wandering nomads, and the Japanese and Russians who live mostly within the railway zones.

Density of Population. The areas and population of the three Manchurian provinces are as follows:—

Provinces	sq. mls.	inhabitants,	per sq. ml.
Fengtien	90,224	11,979,400	133
Kirin	81,018	5,638,700	70
Heilungkiang	211,385	2,494,000	12
Total	382,627	20,112,100 (Average)	53

The density of population of Fengtien Province is a little lower than that of Ireland* which has 135 inhabitants per square mile. Kirin is a little higher than Russia,** which has 68 inhabitants per square mile, and Heilung-kiang is close to Norway and Chili,** each of which has 11 inhabitants per square mile.

According to investigations made in 1917, the area and population of the Japanese Leased Territory in Manchuria are as follows:

	sq. mls.	inhabitants	per sq. ml.
Kuantung,.....	1,304	572,525	439
Railway Zone, ...	80 (About)	116,380	1,455
Total.....	1.384	688,905 (Average)	498

Kuantung is a little less in its density of population than Holland,** which has 470 inhabitants to the square mile.

Of the population of the Kuantung Leased Territory, 99,724 are Japanese, 588,805 are Chinese, and 376 are people of other nationalities. Of these, the number of males and females stand in the ratio of 100 to 67.3.

*Per statistics of 1911; **1910.

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Food, Clothing, and Houses.

Generally speaking, the daily life of the people of Manchuria is a curious blending of the old East and the new West. This is especially striking in a comparison between the large cities and towns on the railway lines with the rest of Manchuria. Along the railways in North and South Manchuria, fine residences and stores in foreign style are seen everywhere, and at important points of communications attractive modern towns are laid out around the railway stations. Furthermore, as the people who take the lead in these towns are the Russians in the North and the Japanese in the South, the modes of living in the two sections are naturally different from each other, are national characteristics of each being apparent in their respective spheres of activity. The rest of Manchuria is inhabited by Manchus and Han tribes, who cling to their old life and manners, and since these people form a greater part of the inhabitants of Manchuria, their life will be more fully described.

Houses. In Manchuria scarcely any wooden houses are to be found. Wood is used only in the frame, the walls are made of brick or oblong pieces of clay, and roofed with tiles, or straw. Except in the large towns, the houses generally are small and poorly constructed. The reason for this particular type of building is that timber is very scarce in certain parts of Manchuria and earthen houses better protect the inmates from inclement weather and dust, but in spite of the crude external appearance, the interior is often elaborately decorated. The family sits on the earthen floor in rooms heated by a device not unlike the '*on-dol*' of the Koreans (see P. LI). By preference the people build their houses to face the south and with windows toward the west.

In Heilung-kiang Province most of the houses are straw thatched. Tiled buildings are generally limited to public offices, shrines, and temples. This is not so much due to the difficulty of obtaining tiles as it is to the greater protecting power of straw against the cold. But in many towns near the frontier between Manchuria and Mongolia there are a number of imposing buildings, surrounded by high walls surmounted at each corner by a balcony protected with loop-holed parapets, which have something of the appearance of old castles. These buildings, called Ta-lian-hu by the natives, are the residences of rich people, or of some corn factor (called Liang-chan), built strong enough to ward off the notorious "mounted bandits" of Manchuria and Mongolia.

Food. The Manchus generally live on kaoliang and maize. Wheat and millet are eaten only on festival days or holidays, or other rare occasions, since they are comparatively high in price. Wheat is most commonly eaten in the shape of pies, bread, and macaroni. Beans are principally used in preparing soy, bean curd, and bean macaroni. The most popular vegetables are radishes, potatoes, and melons. Fruit is very scarce—pears, grapes, apples, etc. are grown only in the Southern regions. The marine products used by the people—eaten with relish because of the salt they contain—come from the southern districts, and from Japan.

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Regarding meat, beef, pork, and mutton are much eaten—beef in winter, mutton in summer, with pork an item of daily consumption except among the Mohammedans. As to birds; chickens and snowy herons are practically the only species eaten, while such fish as gibel and carp are popular. Liquor, tea, and tobacco are the indispensable comforts of the people, and as spirits prepared from kaoliang are much drank, distilleries called *Shao-kuo* are found everywhere in Manchuria.

Clothing. The clothing worn in Manchuria is very much the same as that worn in other parts of China, the only difference is that in winter fur lined coats are far more extensively worn in Manchuria than in China Proper, on account of the long and severe cold.

Communications.

Railways. In 1920, the railways in Manchuria are the South Manchuria Railway (Japanese; 675.7 mls. long), the Chinese Eastern Railway (Russians; 1,069.4 mls. long), and the Chinese Government Railways (451 mls. long), a total of 2,196.1 miles.

South Manchuria Railway:—Dairen to Changchun—437.6 mls. (including the connecting line between Chan chun and Kuan-cheng-tsu); Antung-Mukden Line (Antung to Suchiatun)—161.7 mls; Chou-shui-tzu to Ryojun—31.6 mls.; Ta-shih-chiao to Yingkou—13.9 mls.; Su-chia-tun to Fushun—30.9 mls.

Chinese Eastern Railway:—Kuan-cheng-tzu to Harbin—147.2 mls. (including the connecting line between Kuan-cheng-tzu and Changchun); Manchuria Station to Pogranitchnaia—920.2 mls.

Chinese Government Railways:—Mukden to Shanghai-kuan—260.7 mls.; Kou-pang-tzu to Yingkou—56.6 mls.; Ssuping-kai to Chengchia-tun—54.6 mls.; Kirin to Changchun—79.1 mls.

These railways are all of the standard 4 feet 8½ inches gauge, except the Chinese Eastern Railway which is 5 feet gauge like other Russian railways. However, for the benefit of the traveling public and to facilitate through shipments, the connecting lines between Changchun and Kuan-cheng-tzu are constructed to allow passenger and freight cars of both gauges to run on them, but after leaving these connecting lines, Chinese Eastern Railway passengers who wish to proceed on the South Manchuria Railway, and *vice versa*, are obliged to change cars because of the difference in gauge.

Throu h Tikets are issued for the benefit of passengers traveling over both railways, and the important trains are so timed that connections are made at Mukden, Changchun, etc. without waste of time.

Roads. There are no roads in Manchuria, in the modern sense of the term, except the short streets in the neighborhood of important stations. All other so-called roads or highways are mere natural pathways, trailing out on exceedingly uneven and generally loose ground. Perhaps this condition has not always prevailed. During the palmy days of the Mongol Empire (13th Century) there were doubtless splendid highways which made it possible to move vast armies.

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Or in the days when the Manchus first rose to power (middle of 17th Century) there probably existed much better roads in Manchuria than are found today. But in these days of administrative decadence nothing is done in the way of road making or in the repair of old highways, so that travel on these Manchurian roads is in many cases almost an impossibility—the mud being knee deep in rainy weather, while in windy weather the dust is almost stifling. So much so, that one finds "summer roads"—roundabout pathways over hillsides—which travelers take during the rainy season, and "winter roads" on frozen rivers. Indeed winter is the best time for carriage travel in the rainy season scarcely any wagons are met with.

But Manchurians are excellent drivers. They harness a set of three, four, sometimes ten horses or mules to a wagon, (large two wheeled cart) and drive it along loaded with people and goods. In the days before the advent of railways, this primitive method of conveyance was the only one in existence, except the junk traffic on the rivers; and even today, it is the only conveyance available outside the railway. For travelers unaccustomed to this mode of conveyance it is uncomfortable enough, as these carts or coaches have no springs. Information concerning the means of conveyance at important railway stations will be given under their respective headings in describing these stations.

The principal highways in Manchuria are as follows:—The trunk line leading from Peking *via* Chinchou, Shanhaikuan, Mukden, Kirin and Tsitsihar (1,040 mls. from Shanhaikuan), to Aigun. This is known as a Government road, over which, before the railway, Government despatches were carried between Peking and the provincial capitals. Next to this, the most important road leads from Mukden *via* Liao-yang, Chin-chou to Ryojun (about 270 mls.); and a branch from Liao-yang *via* Feng-huang-cheng, to Antung (about 140 mls.), and another branch from Kirin *via* Ninguta to Sansin (about 400 mls.).

River Communications. The Liao-ho, the Sungari, and the Amur (Heilung-kiang) are all navigable for long distances except in the cold season when they are frozen over. Many junks on the Liao-ho, and motor boats and river steamers on the Sungari, and on the Amur ply up and down affording facilities for traffic.

Industries.

Manchuria has great natural resources, afforded by the vast region of fertile land between two immense areas of dense forests, the splendid rivers which cross the plains, and the long coast of South Manchuria part of which is washed by the warm southern currents. Manchuria, however, but sparsely settled, and its agriculture and manufactures are in a primitive condition. Forestry and mining are confined to a few places and manufactures hold a subordinate position, the people in general being engaged in agriculture and stock farming.

Agriculture.—Land and Products. The most fertile land is the valley of the river Sungari in the region between Kirin and Chang-

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chun, and around Petuna, Harbin, Hulan-cheng, and Pei-tuan-lin-tzu, these sections being regarded as the granary of Manchuria. The valley of the Liao-ho though inferior in soil fertility to the Sungari valley is more densely populated, and a better state of cultivation. The valleys of the Hurka (Mutan-kiang) and the Tumen in Kirin Province and the farms along the upper course of the Nonni in Heilung-kiang Province are also well cultivated by the industrious natives. The total area of arable land in Manchuria is estimated at 25,064,000 acres, specifically—6,351,000 acres in Heilung-kiang Province, 10,294,000 acres in Kirin, and 8,41 ,000 acres in Fengtien.

The principal products are soja beans, wheat, millet, and kaoliang, which are generally cultivated in rotation in about 90 per cent of the cultivated land, with a variable average of 25 per cent each for soja beans and wheat and 20 per cent each for millet and kaoliang. The annual output of these four crops is approximately as follows: soja beans, 103,500,000 bushels; wheat, 30,800,000 bushels; millet, 140,300,000 bushels; kaoliang, 195,000,000 bushels. The remaining 10 per cent of cultivated land is devoted to red beans, deccan grass, oats, buckwheat, hemp, and tobacco, as well as to vegetables and fruits for local consumption.

Qualities and Uses of the Principal Products.

Soja beans. Of the three varieties of Manchurian soja beans, yellow, green, and black, the yellow, of most nutritive quality, is almost exclusively exported. That beans grown in the south are superior to those grown in the north may be seen from a comparison of the results of analyses made in England:—

	Water	Fat	Albumin	Sugar	Fibre	Ash
Dairen beans ..... (South)	9.23	18.31	24.39	23.97	5.67	6.13
Harbin beans..... (North)	12.80	17.37	24.36	20.30	4.80	5.98

About 70 per cent of the bean production is annually exported abroad, the rest being consumed in Manchuria. Various are the uses of soja beans. They furnish bean oil, bean curd (*tofu*, in Japanese) and bean sprouts, besides being used directly as food. Bean cake, the by-product of oil factories, is used as a fertilizer and as food for horses.

Wheat. The quality of wheat produced in Manchuria varies with the soil and climate—the weight of a bushel ranging from 65 lbs. to 71 lbs. The valleys of the Hurka and the Sungari, along the boundary of Heilung-kiang and Kirin Provinces, especially the neighborhood of Sansin. Ninguta, and Petuna, are regarded as best suited for wheat cultivation the wheat grown in the latter districts is highly regarded for its superior qualities. From a bushel of the best wheat (weighing 71 lbs.) about 49 lbs. of flour is obtained, the bran remaining making excellent food for cattle.

Millet and kaoliang constitute the principal food of the natives. The stalks of the plants are also valuable as fodder, fuel, and material for roofing. A distilled liquor is made from kaoliang grains. It may be interesting to know that, generally speaking, North Manchuria produces the best millet and South Manchuria the best kaoliang.

Tussur and Tussur Silk. The tussur is a kind of wild silkworm reared among the leaves of certain species of oak trees (*Quercus mongolia, Quercus sinensis, and Quercus dentata*). The cocoons are of light brown in color, and the yarn, which is strong without

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being too coarse, is largely used in weaving pongee. Tussur silk combined with ordinary silk is also used in other kinds of weaving. Its export is steadily increasing, being now third in the list of Manchurian exports.

Tussur silk is chiefly produced in South Manchuria, with the center of the industry in the regions around Kaiping and Haicheng, and during the Spring and Autumn innumerable cocoons are noticeable on the branches of oak trees. The spring cocoons are usually reeled by the natives, while the autumn cocoons are generally exported to Chefoo from Yingkou, Dairen, and Antung. According to the latest statistics the tussur cocoons, yarn, and waste silk annually exported, from these three ports aggregate 7,366,000 *Hk. tls.* which represents about 48,900 piculs (a picul equals 133.3 lbs.) of yarn and 250,000 piculs of cocoons. Besides these, the quantity of cocoons exported from Taku-shan and other junk ports stands at about 100,000 piculs a year. Altogether, the output of tussur cocoons in Manchuria probably amounts to 500,000 piculs a year, worth at least 10,000,000 *Hk. tls.*

TUSSUR COCOONS.

Tussur (*Antheraea pernyi*) is a semi-wild variety of silk worm, whose larvae is thatched in May and July from eggs laid by moths of the preceding season. Until after the first sleep they are fed indoors on tender leaves of oak trees, then are breed to take care of themselves among the luxuriant foliage. After 4 or 5 weeks covering periods of sleep after incubation the spring worms roll themselves in leaves, while the autumn worms require seven weeks after incubation before they are able to make cocoons. The best location for oak trees is on a slope facing the south. The trees are at least five years old before being available for the worms, and then the branches are cut every three years in order to prevent the trees growing higher than six feet. From 3,000 to 4,000 trees growing on about an acre of land constitute the extent of one man's work (called by the natives, one *pa-chien-tzu*) in raising the tussur worms; the average yield being 100,000 cocoons (7 or 8 piculs), which produces about a half picul (67 lbs.) of yarn per *pa-chien-tzu*.

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Ginseng and Vegetables. Ginseng grows wild in the wood along the range of Chang-pai-shan, and is also cultivated in the southern part of Kirin Province. Like the Chōsen ginseng, the Manchurian variety is highly valued as a medicine by the upper class Chinese. South Manchuria, including the Japanese Leased Territory, produces a famous variety of greens called *paitsai*, and excellent fruit. The *paitsai* is exported in quantity to North Manchuria, where vegetables are scarce, and the fruit also finds a good market there.

Game-shooting. There are in Manchuria 55 species of mammalia and 268 kinds of birds. In Heilung-kiang and Kirin Provinces are found tigers, bears, boars, wolves, foxes, otters, *pao* (small deer), Siberian sables, musk deer, and squirrels. Successful hunters send the game to Tsitsihar, Kirin, Ninguta, Sansin, etc., for treatment whence it is exported as hides, furs, and medical articles. The furs are in demand in China Proper, where also tiger bones, deer antlers, and bears' galls are highly prized as medicine. In South Manchuria rabbits, pheasants, wild duck, and quail are found in abundance. The shooting season last about half the year—between the early part of October and the latter part of March. The best time for hunting tiger and bear is mid-winter, while it is customary to hunt foxes, badgers, sables, and squirrels before the very cold weather comes on, and deer, pheasants, etc. when the coldest season is over. Game shooting is becoming very popular with the natives.

Stock Farming is a universal occupation in Manchuria, there is scarcely a peasant who does not keep horses, cows, sheep, or pigs. Excepting the forest zones in the northwestern and the southeastern parts, stock farming may be followed at almost any place in Manchuria; although, of course, certain regions are considered particularly adapted to it. Among the most favorable sections are three regions in Heilung-kiang Province—(1) along the banks of the Sungari, (2) the plains east of Tsitsihar, (3) the plateau west of Hailar;—four regions in Kirin Province—(1) to the east of Petuna, (2) to the east of Sansin, (3) Feng-mi-shan-tzu-kou. (4) along the Tumen.

The principal domestic animals are cattle, horses, mules, donkeys, sheep, pigs, domestic fowl, and ducks; while in the Amur and Ussury regions we find sledge-dogs; in the neighborhood of Kirin City, spotted deer; and on the Heilung-kiang—Mongolia frontiers, camels. Needless to say that cattle, horses, fowl, and pigs are found everywhere, as part of the life of the natives.

At the end of 1917, the stock in Three Eastern Provinces was as follows: 888,374 head of cattle; 1,769,968 horses; 552,018 mules; 508,596 donkeys; 586,128 sheep; 5,298,647 pigs; 8,682,662 chikens; etc. Besides the above, at the close of 1915, there were 5, 800 camels.

Stock farming in Manchuria being generally a subsidiary employment, the distribution of the stock is contingent upon the density of

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the population. Fengtien Province ranks first, with Kirin Province next, Heilung-kiang Province being the last. There are, however, more donkeys in Kirin Province (205,330) than in Fengtien Province 231,374) and more horses in Heilung-kiang Province (503,600) than in Kirin Province (512,400). Camels are found only in Heilung-kiang Province, most of them being raised in districts along the boundary of the Province and Mongolia.

Future of Stock Farming. Manchuria, as well as Mongolia, has a promising future in stock farming: the land is eminently suited to stock raising, and the people in characteristics and experience, have developed almost a genius in this industry. However, living as they do, far from civilization, they still use very primitive methods. Consequently the animals are by no means satisfactory in size or strength, although they have great endurance for hard work with little food, and are famous for their docility.

Stock Animals.

Horses in Manchuria are all descendants of Mongolian breeds and though small are well shaped. Being of robust constitution, they can endure coarse food, rude treatment and hard work with long exposure to the weather. Gentle, tractable, and persevering, they are adapted for farming purposes and as draught horses.

Average size and weight:—Height 4 feet 4 7/8 inches; Length 4 feet 6 5/8 inches; Chest girth, 5 feet 4 3/4 inches; Weight, 578.7 pounds.

Average capacity for work:—capable of drawing loads of 265 pounds; one day's journey, 25—30 miles.

Donkeys of Manchuria are small, and weak in appearance, but really are robust and have great endurance. Being strong, gentle, and able to stand prolonged work, they are much used for threshing and grinding cereals, and kindred work. Capable of drawing loads of 200 pounds; one day's journey, 25—30 miles.

Mules vary in size, some of them being larger even than horses. They feed on coarse food, two-thirds of the quantity necessary for horses being enough, and are long lived. Though timid, they are docile, strong, patient and sure footed, and therefore are used for drawing carts. Average capacity of load, 400 pounds; one day's journey, 25—30 miles.

Cattle are mostly descendants of Mongolian breeds, though some are of Shantung cows and their hybrids. Though not all small, the majority with their undersized bodies leave much to be desired from an economic point of view. However, from a utilitarian point of view, they are valuable as they are raised with little difficulty and possess good characteristics. In Manchuria they are kept chiefly for draught purposes, though in South Manchuria and Kuantung Leased Territory they are used for farming purposes, while in Mongolia they are bred principally for their milk and flesh. Pulling capacity, 400 pounds in summer and 530—600 pounds in winter. Average milking capacity, about 1 gallon; daily milking period, 10 months of the year. Meat quantity:—Living weight 660 lbs.; the weight of flesh with bones 330 lbs.; flesh only 265 lbs.

Sheep Breeding is not carried on very extensively in Manchuria, except near Mukden and in the country near Kung-chu-ling bordering on Mongolia, where a large number of sheep are raised. They are raised mainly for food though sometimes for their wool and skin. The wool is not good in quality, and the average wool clip is only 2.65 lbs. per animal. Goats are pastured with flocks of sheep, and are raised principally for their meat.

Pigs. A considerable number of pigs are raised in various parts of Manchuria, mostly for food, although the blood is used for coloring paints and the bristles for making brushes, while their excrement is used to enrich the soil.

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Camels of Manchuria are the two-humped kind, of Mongolian descent; 5 feet 6 inches long and about 660 pounds in weight Walking with long strides, they can cover from 70 to 100 miles a day at a stretch without much fatigue, and they bear the cold well. They are used chiefly for carrying burdens, and with a 660 pound load are able to walk about 50 miles a day. A camel yields on an average 1.33 of pounds coarse hair and from 5.3 to 6.6 pounds of fine hair.

Stock Farming in Kuantung L. T. and the S. M. R. Zone. In these sections, there are 30,937 cows; 2,832 horses; 12,490 mules; 26,557 donkeys; 1,990 sheep and goats; 62,684 pigs. Cows are raised for farming purposes and for their meat, sometimes for thair milk; horses, mules, and donkeys for pulling carts; sheep and goats for their wool, meat, and milk—and pigs mostly as food.

Forestry, Manchuria, called *Wo-chi* (meanin forests) in the Tungusic dialect, is indeed rich in luxuriant forests, especially in the north. Forestry, like agriculture and mining, will always be one of Manchuria's chief industries. The forest regions are divided into two great zones, separated from each other by the Sungari River. The principal trees in these zones are pines, oaks, birches, and elms, with pines predominating, though in some sections oak and willow trees appear to predominate. The plant zones in Manchuria correspond, with slight variations, to those in Japan and North China.

The Khingan range in the northwest belongs to what Drude calls the Kurokaba (*Betula dahurica*) and Guimatsu (*Larix dahurica*) zones, the timber line being 2,700 feet above sea level on the western slope and 200 to 400 feet higher on the eastern slope. Toward the east the mountains gradually grow more and more sparsely wooded until they become simply grass covered. The growth along the small Khingan range belongs almost wholly to the Shirokaba (*Betula alba*) species. The territory along **the Chang-pai-shan range,** comprising the upper courses of the Tumen, the Sungari and the Yalu, contains large forests in which are found Korean aok and Akamatsu (*Abies holophila*), many old and lofty trees, sometimes 200 feet high and 7 to 8 feet in circumference. In the Khing-an-ling zone the largest trees seldom exceed 100 feet in height. In the Liao-tung Peninsula there are few species of tall trees; what is most frequently met with are groves of oak, pear, and peach trees.

Summing up, **the principal trees** in Manchuria are as follows: Shirokaba (*Betula alba.*), Kurokaba (*B. dahurica*), Kikaba (*B. ermanni*), Yamahannoki (*Alnus incana*), Mongolian oak (*Quercus mongolia*), Ogarabana (*Acerspicatum var. Ukurunduese*), Shinanoki (*Tilia cordaha*), Yachidamo (*Fraxinus mandshurica*), Manchurian walnut (*Inglaws mandshurica*), Doronoki (*Populus suaveolens*), Shiroyanagi (*Populus alba*), Marubayanagi (*Populus tremura*), O-hyō (*Ulmus montana*), Kobunire (*Ulmus campestries*), Shiramomi (*Abies siberica*), Yezomatsu (*Picca ajanensis*), Guimatsu (*Larix dahurica*), Karamatsu (*L. japonica*), Omatsu (*Pinus silvestris*), Manchurian pine (*P. mandshurica*), Korean pine (*P. coriensis*), Yanagi (*Salix praecox*), Chinese apple tree (*Pyrus ursuriensis*), Apricot tree (*Armenica vulgaris*), Chestnut (*Castaena sp.*), Karakuwa (*Morus alba*), etc.

With the exception of small portions of these zones, the Manchurian forests are all primeval, remaining yet to be exploited. They may be divided into districts according to the transportation routes (river and railway) and the lumber markets.

For the North Manchurian Markets—(1) Forests in the neighborhood of Khingan (Tsitsihar to Hailar); (2) Forests along the Heng-tao-ho-tzu (from the left bank of the Hurka or Mutankiang to the Wuchimi region); (3) Forests along the main stream of the Sungari (Harbin to the junction of the Sungari with the

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Amur); (4) Forests along the Hulan River (south slope of the small Khingan to the valleys of the Hulan and Palan Rivers); (5) Forests along the Hurka or Mutan-kiang River (Tunhua to Sansin); (6) Forests along the La-lin River (west slope of the Hsiao-pai-shan to the upper course of the La-lin River).

For South Manchurian Markets—(1) Forests along the Yalu (southwest slope of the Chang-pai-shan, *i. e.* valleys of the Yalu together with its tributaries and those of the Hun-kiang River); (2) Forests along the upper course of the Sungari (northwest slope of the Chang-pai-shan *i. e.* the valley of the Sungari, south of Kirin City); (3) Forests along the Tai-tzu River (between Ching-ho-cheng and Pen-hsi-hu or Liao-yang); (4) Forests along the Hun-ho (in the neighborhood of Hsing-ching, east of Fengtien).

For North Chōsen and Maritime Province—(1) Forests along the Tumen (valleys of the main stream and its tributaries); (2) Forests along the Sui-fen (from the east border of Ninguta District as far as the railway).

Forests and Markets. Altogether there are 30,000 woodsmen engaged in felling trees in the Yalu forests, and in those along the Tai-tzu and Hun Rivers. These forests produce a far greater amount of timber than any others. In the forests along the upper Sungari about 3,000 men are employed; in the Khingan forest about 1,200 and about 1,000 men work in the timber in each of the valleys of the Hu-lan, La-lin, and Mutankiang. The log is either left in its natural shape, or is squared. That produced in the Yalu forests is shipped to various China ports from Antung, Ta-tung-kou, and Shingishū. Liaoyang and Mukden get their timber from the valleys of the Tai-tzu and Hun Rivers, while the timber from the forests along the upper Sungari is sent to Kirin and other towns down the river. North Manchurian forests produce, besides good timber, a large amount of wood for fuel which is consumed largely by the Chinese Eastern Railway as fuel for locomotives and stoves. The principal timber markets in North Manchuria are Hailar, Harbin, Sansin and I-mem-po, but some timber is sent as far even as Nikolaievsk and Vladivostok.

The principal companies engaged in forestry in Manchuria is *Muchi-kung-ssu*—a forestry department of the Chinese Eastern Railway—with stations at various points in North Manchuria; *Tsai-mu-kung-ssu* (Japanese-Chinese Company), and the Forestry Bureau of the Government-General of Chosen (Korea), the two latter having headquarters at Antung and Shingishu. Smaller firms or guilds are presided over by head woodsmen who usually sell their timber through *muchangs* in various market towns. A *muchang*, who is a middleman and wholesale merchant combined, advances the timber tax and money to the woodsmen. In Antung and Tatung-kou are several *muchangs*, who are owners of extensive timber yards, and in the season the Yalu River is always full of timber rafts sent down from the forests along its upper course.

Output of Timber in Manchuria. Though it is impossible to estimate exactly, it is not wide of the truth to say that Manchuria yearly produces 20,000,000 cubic feet of timber. Of this amount 2,400,000 cubic feet comes from the forests in Kirin; while Manchuria, or more exactly, the forests on the right bank of the Yalu, produce 18,700,000 cubic feet. The latter is almost entirely under the control of the Yalu Tsai-mu Kung-ssu (Timber Company. see P. 144).

Afforestation in Kuantung L. T. Leased Territory Kuantung was formerly almost devoid of trees; a few willows and elms

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found over tombs or in the outskirts of villages comprised all the trees of the Territory. During the Russo-Japanese War the Japanese authorities planted trees and later, with the twofold object of improving the scenery and strengthening water sources, afforestation was continued on a large scale. Official seedling nurseries of about 100 acres were opened at Dairen, Ryojun, and Chin-chou.

The Japanese Government also leased land and supplied seedlings gratuitously; the local authorities opened twenty-six new nurseries (total area 440 acres) with the view of encouraging private afforestation, and an Ordinance for the Control of Forests was issued. The result of these efforts is that the once bare hills of Kuantung are now fresh with verdant flora, and at the end of 1917 the total area of forests in the Leased Territory amounted to 13,700 acres (of which 7,300 acres was owned by the Government and the rest by local companes). The young trees planted during the twelve years following the Russo-Japanese War (1905—1917) aggregate 36,800,000.

Mining. Although no detailed records of investigations are available, it is known in a general way that Manchuria is rich in minerals, especially coal and gold—with here and there veins of sulphur, soda, lime, and gypsum.

Gold is found almost everywhere in North Manchuria. But the region along the course of the Sungari and its tributaries, the Yalu, and the Tumen, is supposed to be particularly rich in this precious metal. It is also well known that gold dust is plentiful along the banks of the Amur; in some places 1,000 kilograms of earth containing as much as 7 grams of gold.

These gold producing regions are divided by the Manchus into "gold spheres" called *Chin-chang*, of which there are from 13 to 20; each sphere containing one or more (sometimes as many as seventy) mining districts, called *Tsai-chin-chang*. The largest district is the Moho (on the right bank of the Amur, near the junction of the Argun and Silka, 180 mls. east to west and 100 mls. north to south) and the country contiguous to it along the Amur. Higher up the stream are the Chi-kan-ho gold fields, and on its lower reaches are the Hu-ma-erh-ho and the Yü-ching diggings. Farther down the stream are Kuan-yin-shan and Tu-lu-ho, their mine lots extending almost to the Sungari basin. There is rich ground in Chia-pi-kou (a district on the upper Sungari, southeast of Kirin, 100 mls. east to west and 75 mls. north to south), and also in the Tumen-tzu district, on the Manchuria-Chōsen frontier (along the Hunchun-ho, a tributary of the Tumen). Besides there, these are "gold spheres" along the courses of the Sui-fen-ho and the Hurka. No reliable statistics are available as to the output of gold from these different districts. It was once reported that from the Moho district as much as 80,000 *lian* (about 96,000 troy oz.) was mined each mouth, but if so, the yield has since greatly decreased. From the Chia-pi-kou district it is said that 60,000 *lian* (72,000 troy oz) are mined annually. As

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previously mentioned there are several mines on the left bank of the Amur River, within Russian territory, in the neighborhood of Striechinsk and Blagovestchensk; and the basin of the river Zeya or Breya farther north, covering about 400 square miles, is said to be full of gold mines. The Chinese call this latter district, Huang-ho-Chin-chang.

Coal. If the entire bed of earth throughout North Manchuria may be said to consist of gold, it may also be said that the entire bed of earth throughout South Manchuria consists of coal. The province of Fengtien, extending from the southern frontier of Kirin Province to the southern extremity of the Peninsula of Liao-tung, contains innumerable coal mines, of which thirty are now being worked. The best known are the Fushun mine (see P. 178), which when its first period scheme is completed, will have a daily output of 8,000 tons; and the Pen-hsi-hu mine (see P. 157), which though equipped with up-to-date machinery, is worked on a small scale; and the Yentai mine (see P. 000), which, though well known, than the other two.

In addition to these, there are a number of mines worked by the Chinese with old fashioned methods and with a small output. Prominent among these are: in South Manchuria—Neu-hsin-tai (near Pen-hsi-hu); Tien-shih-fu-kou (near Kan-chang); Shan-sung-kang (30 mls. southeast of Hai-lung-hsien); Tieh-chang (on the left bank of the Hun-kiang, east of Tung-hua); Nuan-chih-tang (30 mls. west of Chin-chou); Kang-yao-kou (near Kirin): in North Manchuria—Chin-huai-ma (north of the Hu-lan-ho); Kan-ho (50 mls. northwest of Nen-chiang-hsien); Chiang-ping (at Lung-tun-ken on the west bank of the Ya-erh-ho).

Iron. The iron ore produced by the Pen-hsi-hu Mines (at Miao-erh-kou, 5 mls. southeast of Nanfen on the Antung-Mukden Line) worked by the Mei-tieh Kung-ssu Co. (See P. 158) is an excellent variety of magnetite. The ore is so abundant that the ore in sight is alone estimated at 80,000,000 tons. The best ore contains on an average 70 per cent of magnetic iron and even the poorest ore contains 35—38 per cent of iron and 46 per cent of silisic acid. The An-shan mines, producin hematite, (eight mine lots, near An-shan Station on the South Manchuria Main Line—see P. 233) were recently opened. In the opinion of experts, 50 per cent of the entire An-shan ore bed consists of useful ores, the total amount being estimated at 157,000,000 tons. All the ore dug from these mines is sent, by special contract, to the An-shan. Iron Foundry (see P. 235), and as it contains over 35 per cent of iron, 55,000,000 tons of pig iron is manufactured from the total ore output.

In Kirin Province are the Kuang-tung-tzu, Ta-chu-chuan, Po-li-ho-tao and a few other iron mines, but as their ore was found to be very poor, work has been suspended.

Other Minerals. Silver is found at Tien-pao-shan, 125 miles northwest of Hun-chun, and also in different places along the southern foot of the Chang-pai-shan mountains. Lead is found near Hsiung-yao-cheng, a town on the South Manchuria Railway, and also in the neighborhood of Chin-chou on the North China Railway, but the output is yet insignificant.

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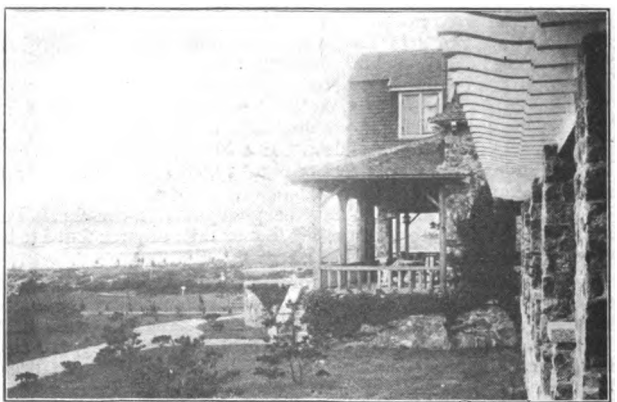
Salt Manufacture. Salt fields, popularly called "Yen-tan", are found all along the sea coast but are most numerous in Fengtien Province. Yingkou, Kai-ping and Fu-hsien are the most important, and Chuang-ho, Antung, Feng-cheng, Chin-hsien, Hsing-cheng, Sui-chung, Pei-chen, and Pan-shan rank next. According to the reports of 1918, there were 3,873 salt fields in Manchuria (10,100 sq. mls.), their production aggregating annually 3,233,107 piculs of salt. In these fields salt is obtained by natural evaporation—usually in spring and autumn. Fengtien Province is especially favorable for salt production as the water along the coast contains a large quantity of salt, and the sand of the shore is suited for making salt fields, while the dry current of air coming from the northwest greatly helps the evaporation of the water.

Salt Manufacture in Kuantung L. T. The prevailing atmospheric conditions and the nature of the soil in Kuantung Leased Territory make it far more suitable for salt manufacture than either Japan or Chōsen. Consequently the price of the manufactured salt is as low as 10 *sen* a picul (133.3 lbs.). It is estimated that about 18,375 acres of beach are yet available for salt fields. In quality, Kuantung salt equals second class Japanese salt, but owing to defects in the method of manufacture and storing, its appearance at present is disadvantageous. But improved processes will overcome the handicap. As it is, Kuantung salt is exported to Japan, Chōsen, and parts of Manchuria, and in recent years it has found a market in the Maritime Province of Russia and even in lands beyond the South Seas. According to investigations made in 1918 the total area of the salt fields in the Ryojun, Dairen, Pi-tsu-wo, Pu-lan-tien and Chin-chou districts is estimated at 11,619 acres, and from them 489,430 piculs of salt are produced yearly.



YAMATO HOTEL, HOSHIGAURA.

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Fisheries. ***Fishing in North Manchuria*** is undertaken only as a subsidiary occupation by the farmers, and as the methods used are primitive, the catch is only sufficient for local consumption. There being no sea shore, fishing is carried on only in the numerous lakes and rivers. The Amur, the Sungari, the Tumen, and the Sui-fen-ho in particular abound in fish which live in both salt and fresh water, and salmon are found in great numbers in these rivers, especially in the lower half of their courses. The most common kinds are: salmon (*Oncorhyncus haberi*), trout (*Oncorhyncus perrjii*), Japanese perch-sea-wolf (*Percalabrax japonicus*), carp (*Cyrinus carpis*), gibel (*Carassius amatus*), and wels (*Silurus osotus*).

Fishing in South Manchuria. The Yellow Sea and the Gulf of Pechili which embrace South Manchuria being suited both to the subsistence and the multiplication of warm and cold water species of fish, the fishing industry is prosperous all along the shore. Kuantung Leased Territory, which has a coast line 500 miles long—very long in proportion the area of the land—and good harbors, such as Dairen and Ryojun, enjoys every advantage so far as the fishing industry is concerned. The exertions of the Government authorities and the people have proved so successful that fish over 1,200,000 *yen* in value are annually caught. Prominent among the varieties of fish caught are: sea-bream (*Pagrus cardinalis*), cod (*Gadus morrhua*), hairtail (*Trichiurus japonica*), guchi (*huang-hua-yü*), *Cybium niphonium*, mackerel, grey mullet (*Mugil japonicus*), sea-bass (*Lalcorabrax japonicus*), flat fish, nibe (*Corvina cuja*), Japanese perch-sea-wolf (*Percalabrax japonicus*), sea-ear, and oysters. Of these sea-bream, cod, hairtail, and guchi are caught in the greatest numbers. Whales, too, in large numbers are brought in by the Oriental Whaling Company.

The latest statistics (1917)show that the number of fishermen in South Manchuria totals 7,683, of whom 136 Japanese and 4,481 Chinese make fishing their sole occupation, while 3 Japanese and 3,063 Chinese have other occupations besides fishing. The fishing boats number 3,833 in all (963 junks, 2,712 sampan, 158 Japanese boats). The total annual catch is valued at 1,187,775 *yen* (647,582 *yen* by Japanese, 540,193 *yen* by Chinese).

Manufacturing Industries. As Manchuria is essentially an agricultural country there are as yet few skilled and scientific industries. A great factor, however, in the future exploitation of manufactories are the railways which have greatly increased the exportation not only of raw materials, but of partly manufactured articles. Small home industries, hitherto carried on as subsidiary to agriculture, are becoming independent occupations, and more scientific methods and larger undertakings are gradually coming into vogue.

The chief industries are as follows: *yufang*, or bean oil and bean cake manufacture; *mofang*, or flour-milling; *shao-kuo*, or liquor distilling; *pi-chuang*, or leather industry; *chuan-yao*, or brick and tile

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manufacture; *chi-fang*, or weaving; *jan-fang*, or dyeing; *scheng-ma-pu*, or rope making; *mu-kung*, or carpentering, *tieh-kun*, or blacksmithing etc. Among these, the *yufang*, *mofang* and *Shao-kuo* industries are extensively carried on in both North and South Manchuria for local and export trade product of the other industries merely supplying local needs.

Factories. The advance in manufactures which the development of the railways has brought about is fast replacing human labo with machinery, which in turn, has increased the number and extent of factories.

The latest reports show that the aggregate number of factories in the "Three Eastern Provinces," the Kuantung Leased Territory, and the South Manchuria Railway Zone, is 2,203, producing manufactured goods worth 50,000,000 *yen* a year. Of these factories, 138 are owned and managed by Japanese or by Japanese and Chinese jointly, and their output is 44 per cent of the entire manufactures of Manchuria.

The principal articles manufactured and the methods of carrying on the business are as follows:—

Yufang (bean oil and bean cake factory) is the most important of the industries, being most extensively carried on in Dairen, with Harbin and Yingkou ranking next. There are two processes: the compression process, which consists in extracting the oil by mechanical presses; and the extraction process, in which the beans are soaked in benzine until the oily substance is dissolved—after which the oil is extracted by heating the solution. Nearly all yufangs in Manchuria use the former process; one factory alone, Messrs. Suzuki & Co's Yufang at Dairen, using the latter process.

According to the latest statistics (1915) the distribution of yufangs are:—Dairen, 7 Japanese and Japanese-Chinese—annual production, bean oil, 131,600 piculs, bean cakes, 3,062,000; 50 Chinese—annual production, bean oil, 377,150 piculs, bean cakes, 9,908,200; Yingkou, 1 Japanese—annual production, bean oil, 36,000 piculs, bean cakes, 800,000; 12 Chinese—annual production, bean oil, 219,310 piculs, bean cake, 4,57,260; Harbin, 18—daily production, bean oil, 656 piculs, bean cakes, 24,000 (1916); Mukden, 35—daily production, 6,280 cakes; Hsin-min-tun, 19, daily production, 5,700 cakes; Liao-yang, 19—daily production, 4,900 cakes; Tieh-ling and neighborhood, 13—daily production, 6,500 cakes; Kai-yuan neighborhood, 60—daily production, 14,650 cakes; Shuang-miao-tzu and neighborhood 30—daily production, 5,700 cakes; Antung, 12,—daily production, 5,450 cakes.

Oils and their uses. Five kinds of oil are made in Manchuria, *viz.* bean oil, castor oil, sesame oil, thyme oil, and cottonseed oil. Among these, only the first named constitutes an important industry. The uses of these oils are as follows: bean oil, used by natives for cooking, lighting for making varnish and paint; used abroad for many purposes—German scientists have even succeeded in condensing bean oil into a material which serves as a substitute for rubber tires; castor oil made from castor beans, used for lubrication and for making candles; sesame oil used as a substitute for linseed oil; thyme and cottonseed oils, used principally for lighting.

Flour Mills. Old fashioned stone mills, worked by horses or mules, are found everywhere throughout North and South Manchuria.

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There are called mofang, while the modern mills with machines worked by steam are called huo-mo. The old style mill has one or two querns (old form of hand-mill), producing daily about 100 lbs. of flour, and is generally worked as a side occupation by the natives. The modern mills are large plants, each producting from 40,000 to 100,000 lbs. daily. The large mills owned usually by Russian or Chinese, are generally found in North Manchuria, at Harbin, Changchun, Kirin, Ninguta, Imempo, Ajehe, Hulan, Aigun, etc. In Harbin there are as many as nine flour mills, among which, the Russia Flour Mill Co., and the Irkutsk Flour Mill Co., financed by the Russo-Asiatic Bank, are the largest. The modern mills in North Marchuria altogether have the capacity of producing annually 240,000 tons of flour, but the actual output is probably not more than 80,000 tons. In South Manchuria there is one modern mill only, at Tieh-ling. This is owned by Japanese.

Whereas the flour mills South Manchuria supply merely local needs, those in North Manchuria were established with a view to exporting their product, mainly to the Far eastern dominions of Russia. Consequently, the abolition of the free trade zone (50 vrs. or 33 mls.—on the frontier) in 1913, came as a heavy blow to them, but their subsequent attempts to extend their activity southward proved successful, and the recent Great War revived their export trade to Russian territory. Under these favorable circumstances they are now doing a big business.

Distilled and Brewed Liquors. There are four kinds of intoxicating beverages produced in Manchuria: shao-chiu, huang-chiu, vodka, and beer. Among these the first, shao-chiu, which is made from kaoliang, is the most important drink throughout Manchuria. It is very strong containing, as a rule, 40-50 per cent of alcohol; the kind produced in Liao-yang and Yingkou contains as much as 60 per cent and is considered the best.

Shao-kuo is a factory where shao-chiu is made. With yufang and mofang, shao-kuo ranks as one of the most important industries of Manchuria. The primary requisites for starting a shao-kuo are extensive grounds and good water. The factory, 100 to 300 yards in length, usually employs from 12 to 50 men (some of the largest employing as many as 100 men).

The distilling outfit consists of a still and 18 to 20 fermenting pits, with about 12 men employed in working them. First, the kaoliang grains are cracked by pressure (twelve men cracking about 30 bushels a day), then they are steamed, then yeast is mixed with the product, and the whole mass is put into the pits to ferment for about nine days, after which it is put into the still. About 4 piculs (533 lbs.) of shao-chiu are obtained from 35 bushels of kaoliang. The pressing and cracking is done by rude machinery worked by five or six horses (or mules). With its purchasing agents and salesmen an establishment with one still usually employs altogether about fifty men.

In South Manchuria, there are sixty-five shao-kuo spread over Mukden, Dairen, Yingkou, etc., with Liao-yang as the center. In North Manchuria. Changchun is the center of shao-chiu distilling. There are 130 shao-kuo in Ssu-ping-kai, Kirin city, and their neighborhoods. Their most recent annual production amounted to 86,000,000 lbs., worth $12,2700,000.

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Vodka. As shao-chiu is the chief drink of the natives, so is vodka that of the Russian residents. Manufactories of vodka and alcohol, some employing 60 or more people, have been established in North Manchuria at Harbin, Imempo, etc. Yeast is imported from Russian or Siberian towns, and the raw material used is kaoliang, rice, or oats. Vodka distilling is a growing industry, almost next in importance to flour milling. In North Manchuria 350,000 casks of vokdka(one cask contains about 24 gallons of liquor)are produced yearly, of which 170,000 casks are consumed by the Russian residents of North Manchuria, the remaining 190,000 casks being exported to the Maritime, Amur, and Transbaikal provinces.

Beer. There are five beer breweries in Harbin, one each at Manchuria, Pu-ha-tu, and Imempo, and Pogranitchnaia, all worked by Russians or Germans, and one near Ninguta. Though they produce 150,000 casks a year, this is not sufficient to meet the demand, and large quantities of Russian and Japanese beer is imported. The beer brewed at Imempo by a Russian company has the reputation of being the best in North Manchuria and its yearly production amounts to 500,000 roubles in value.

Soy. The fact that beans, wheat, salt and other materials necessary in the manufacture of soy are plentiful in Manchuria, and that labor is cheap, early attracted the attention of enterprising people, and now there are numerous soy factories all over Manchuria, causing the gradual decrease of soy importation from Japan. According to the statistics of 1915-1916, there are 13 soy factories in Manchuria, producing 458,000 gallons of soy, annually.

Commerce. ***Foreign Trade.*** Custom houses now in Manchuria are located at Dairen, Yingkou, Antung, Mukden, Harbin, Manchuria City, Tatung-kou, Pogranitchnaia, Sansin, Aigun, Hung-chun, and Lung-chin-tsun. During the eight years, from 1908, to 1915, Manchurian trade had an excess of exports over imports to the extent of 45,900,000, *Hk. tls.* or 5,770,000 *Hk. tls.* a year on an average. Since the average yearly trade during this period was 184,190,000 *Hk. tls.* the exports are about 3 per cent more than the imports. In 1915 the exports and imports amounted to 90,359,860 and 109,606,999 *Hk. tls.* respectively.

The countries to which Manchurian goods are exported are Japan (including Chōsen), China Proper, England, the United States, Germany, France, Belgium, etc.; and the principal articles exported are: beans, bean oil, bean cake, barley, wheat, Indian corn, millet and kaoliang, tussur cocoons, tussur silk, raw hides, fish, and timber. The chief articles imported are: cotton cloth and other cotton goods, cotton yarn, dye-stuffs and paints, kerosene, paper, drugs and chemicals, beer, sugar, rice, and matches.

Markets. The statistics of 1917 show that the important markets, or fairs, in and out of Kuantung Leased Territory, at which vegetables, fruits, meat of various kinds and other commodities in daily use are sold, number 15 in all; in Kuantung L. T. 3 in Ryojun, 4 in Dairen, 1 in Chin-chou and 1 in Pi-tsu-wo—the total sales amounting to 1,925,195 *yen*; outside of Kuantung L.T. 1 in Mukden, 1 in Fushun, 2 in Kai-yuan, 1 in Changchun and 1 in Antung—total sales reachin 323,909 *yen*.

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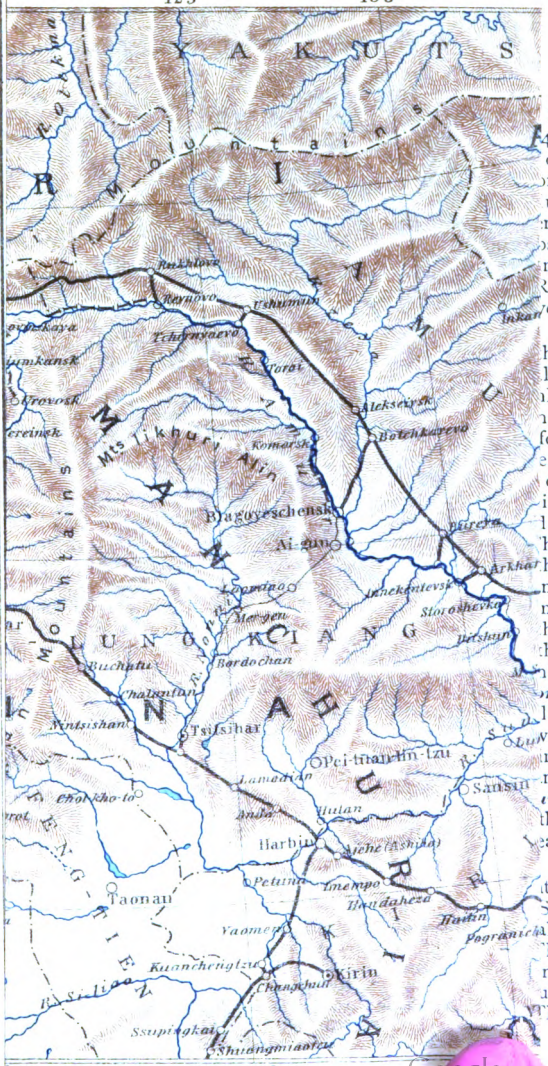

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Soya Str.
Soya
Sapporo
Otaru
Hakodate
JAPAN
SEA OF JAPAN
G. of Tartary
Olga Bay
Nikolsk-Ussurisk
Suchan
Kangauz
C. Povorotnoi
Lake Khanka
Spasskaia
Jevgenievka
Iman
Dormidontovka
Bikin
Fugdon
Haborovsk
Garmanchoi
Dauen
Mulinda
Khingar
Konstantinovsk
Kaikan
Ojal
Kiran
Usuli
Bureinsk
Buraianski
Tugursk
Udskoi
Pal
Kami
Maryinsk
Alexandrovsk
Tamlevo
Kakrvo
Choi
Pil'vo
Kitanayashi
Kushunnai
Naibuchi
Mauka
Aknumi
Soya Str.

Chapter V. Siberia.

Geographical Sketch.

Situation. Siberia occupies the whole of the north of Asia. It extends from 42° 21′ to 77° 36′ N. lat. and from 59° 33′ to 174° 24′ E. long. On its eastern coast is the Bering Sea, the Sea of Okhotsk, and the Sea of Japan; it is separated by Bering Strait from Alaska, by Chishima (or Kurile) Strait from the Chishima (or Kurile) Islands, and by Mamiya Strait from Karafuto (or Saghalien) Island. On the north is the Arctic Ocean. On the south it is separated by the Ussury River, the Amur River, and the Altai Mountains from Manchuria and Mongolia, and from Chōsen by the Tumen River. On the southwest the Ural Mountains and the Irtish River marks its boundary between European Russia and Central Asia.

Geography. Generally speaking, Siberia is mountainous in the southeast, and gently sloping toward the northwest, forms the so-called "boundless plains of Siberia". The country may be roughly divided into the Eastern Region, the Polar Zone, the Forest Zone, the Steppe Zone, and the Mountain Zone. ***Eastern Region*** is, for the most part, mountainous, with numerous steep peaks and ridges. Neither its soil nor climate makes it suitable for the development of agriculture. But it has a wealth of forests of good timber, and its eastern coast is unsurpassed for its many excellent fishing grounds. ***Polar Zone*** covers the whole littoral of the Arctic Ocean. The land is low with nothing growing on it to obstruct the sweep of the cold winds from the frigid north. In winter, not only rivers and lakes, but also the very earth itself is hard frozen, and even in summer, the frozen subsoil thaws only to a depth of one meter under the hottest rays of the sun. The districts near the mouths of the Obi and Yenisei Rivers form a vast stretch of treeless land far into the south, with no vegetation but mosses and lichens. ***Forest Zone*** extends from east to west over Central Siberia, south of the Polar Region. It is covered with dense forests, many of them primeval and untouched by human hands. ***Steppe Zone*** includes the Ishim, Baraba, and Kulundinskaia steppes, extensive areas of fertile and arable land of black earth, the real treasure house of Siberia. ***Mountain Zone*** embraces the highland which extends south of the Steppe Zone. The greater part of it is adjacent to the alpine plateau of Central Asia.

Mountain Ranges. On the southern border rise the Tarbagatai Mountains, the Great Altai Mountains, the Altai Mountains, the Sayansky Mountains, and the Yablonoi Mountains. The highest peaks in these ranges, generally, do not exceed 8,000 feet in height. The Stanovoi range, which is an extension of the Yablonoi Mountains, stretches as far as the coast of the Sea of Okhotsk, and thence, running through the land of the Chukch, reaches Bering Strait. The Verkhoyansky and the Kamchatka ranges are its branches.

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In Central Siberia, north of Lake Baikal, the watershed extends between the basin of the Yenisei and that of the Lena, but the whole region is generally a low level; the Taimur Peninsula alone has a mountain range: this is named Byranga Mountains.

In the west the Ural Mountains form the border of European Russia, but the range is not, on the whole, of high altitude, its highest mountain, Mt. Telpos, is only 5,540 feet.

SKATING NEAR VLADIVOSTOCK.

Rivers. The first among the principal rivers which empty into the Arctic Ocean is the Obi. It is 3,200 miles in length. It has a very large basin, the largest in Siberia, and the fourth largest in the world. In winter it is frozen over, but in summer it affords superior transportation facilities and ample opportunities for fishing. Then come the Lena (2,850 mls.), the Yenisei (2,500 mls.), the Olenek (1,325 mls.), the Jana (994 mls.), and the Kolma (994 mls.).

Among the principal rivers which empty into the Pacific Ocean, the Amur, 2,750 miles long, is the most valuable for purposes of transportation, industry, and defense, as it is comparatively free of ice. The Anadyr (715 mls.) and the Kamchatka (311 mls.) come next.

Lakes. The most important lake is Lake Baikal (about 13,000 sq. mls. in area), the largest fresh water lake in Asia. In some parts its depth exceeds 1,440 meters. In summer the steamship traffic is very busy, but from December till May of the following year it is frozen over, with a thickness of ice up to 5 feet.

Lake Hanka (about 1,700 sq. mls. in area) lies between the Maritime and Kirin provinces. It has an abundance of fish, but being shallow, is not suitable for navigation.

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Lake Balkash (7,500 sq. mls. in area) is on the southeastern border of the Kir hiz Steppe, and is about 20 meters in depth on an average. It is called Hsi-hu (West Lake) by the Chinese.

Administrative Divisions. There are two prefectures and eight provinces under three government-generals, and two prefectures under the central government. They are as follows:

Under Maritime-Amur Government-General are: Amur Province, Maritime Province, Saghalien Province, and Kamchatka Province.

Under Irkutsk Government-General are: Transbaikal Province, Yakutsk Province, Irkutsk Prefecture, and Yeniseisk Prefecture.

Under Steppe Government-General are: Akmolinsk Province and Semipalatinsk Province

Under Central Government are: Tomsk Prefecture and Tobolsk Prefecture.

Area and Population. The total area of Siberia is 5,180,167 square miles, and its population (1915), was 12,799,300. Classified according to provinces and prefectures, this is made up as follows:

Provinces and Prefectures	Area	Population
Amur	153,166 sq. mls.	262,500
Maritime	263,681 „	631,600
Saghalien	1 ,513 „	34,000
Kamchatka	497,135 „	41,000
Transbaikal	235,800 „	971,700
Yakutsk	1,514,145 „	332,600
Irkutsk	277,477 „	821,800
Yeniseisk	971,273 „	1,143,900
Akmolinsk	222,705 „	1,546,500
Semipalatinsk	176,443 „	874,900
Tomsk	323,729 „	4,053,700
Tobolsk	530,100 „	2,084,700

History.

The exploration of Siberia began as early as 1032 when the adventurous Novogorodians, crossing the Ural Mountains, undertook to subdue the region known as Yugry. Toward the end of the 12th century, Yugry was forced to pay homage to the Russian government. In 1483, military expeditions were again made into Siberia by the Russians, with great success, and in 1555, the king of the Tartars began to pay tribute to Moscow—this example being followed by a number of kings of Siberia.

The real activities of the Russians in Siberia began in connection with the subjugation of the Kazan and Astraskhan kingdoms by the Moscovite king. The establishment of strong settlements in the Ural mountain region by the *Novi* Brothers was the next move, followed by the great military expeditions that *Yermak* undertook to

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Siberia in 1569. He entered Sibir, the capital of the Siberian kingdom, in October, 1571, and occupied it, establishing the cities of Chingitoura and Tyumen. The Moscovite government then inaugurated the post of Siberian General, opening the Siberian Administration Office.

After the death of *Yermak*, the Russians made great strides toward the consolidation of Siberia, establishing the city of Tobolsk in 1588 and the city of Kuznetzk in 1603. Then for the first time they came into conflict with the Kirghiz tribe. The latter dwelt in the eastern part of what is now the Tomsk Prefecture and in the southern part of what is now the Yeniseisk Prefecture, and conquered the tribes who had come from Western Siberia to settle there. They were unmatched in power and influence throughout Siberia. The Russians spent nearly the whole of the 17th century in constant conflict with this tribe, whose undaunted courage and obdurate resistance constituted no small obstacle to the administration of the country.

In 1610 the Russians had already reached the mouth of the Yenisei River, and in 1618 they buit a fortification at Yeniseisk. In 1627 the Cossack, *Vasily Bukr*, organized an expedition and explored the Lena River, and having succeeded in reaching the upper course, founded the city of Kirensk, in 1631. But it took more than a year for the Russians to overcome the resistance of the Yakutsk, and to reach the mouth of the Lena River. The discovery of the mouth of the Lena was followed by the discovery of the mouths of the Yanindegirgi and the Kolma. Of great geographical importance to the Russians was the discovery of the mouth of the Amur, in 1643, by *Vasily Poyalkoff* by which they reached the Sea of Okhotsk for the first time.

In 1647 the Cossack, *Semen Dezineff*, explored the strait between Asia and America. This is the Dezineff (or Bering) Strait. In the same year he reached the northernmost extremity of Asia, the promontory of Seriuskin. In 1650 the Cossack, *Motroff*, established winter quarters in Kamchatka Peninsula.

Later, the Cossacks occupied the Amur River and built the fort of Albazin, and for forty years after there was constant fighting between the Russians and the Chinese. The Chinese army sent by the Emperor *Kang-hsi* of the *Ching* Dynasty fought well and often defeated the Russian army. At last, in 1689, upon the accession of Peter the Great, the treaty of Nerchinsk was concluded between Russia and China, and as the result of it the Outer Khingan-ling Mountains and the Argun River became the frontier of the two countries, the Albazin fort being pulled down.

But Russia never relaxed her efforts for the exploitation of the East. In 1708 she divided Siberia into three provinces, Tobolsk, Tomsk, and Irkutsk. In 1714 she completed her occupation of Eastern Siberia and in 1754 planned the exile system on a large scale and began the transportation of criminals to the East. In 1847,

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after the accession of Nicholas I, the Czar appointed Lieutenant General *Muravieff* Governor-General of Eastern Siberia, who during his administration traversed the Sea of Okhotsk, passed through the Tartar Strait, explored Saghalien Island, occupied the Amur, and established Nikolaievsk at its mouth. In 1858 Russia forced the Chinese government to conclude the Aigun treaty, by which she came into possession of the whole of the north bank of the Amur River, leaving to China the region lying west of the Ussury River, while the tract east of the Ussury, as far as the seacoast, was placed under the joint administration of the two governments.

In 1860 when the Anglo-French Combined Forces entered China, the Russian Major-General *Ignatief* interceded with them in China's interest. In return for his services the Peking Treaty was concluded, by which Russia obtained a tract of land covering 700,000 square versts east of the Ussury River. In the same year Vladivostok was founded, and in 1862 a naval station was established there, the city itself being made an open port, with its trade free of duty. In 1866 negotiations were opened between Japan and Russia concerning the boundaries of Saghalien, and an agreement was arrived at, by which Russia received the whole of the island in exchange for the Chishima (or Kurile) Islands.

In 1891 the work of building the Siberian Railway, the great route of communication between Europe and Asia, was begun and at the same time, that of the Ussury Railway. In 1895 Russia, in cooperation with Germany and France, compelled Japan to return the Liaotung Peninsula to China, and in recognition of that service she obtained from China the right of constructing the Manchurian Railway in the following year. In 1896 the Russo-Chinese Bank was established. In the meanwhile, under the pretext of protecting the railway line, Russia stationed a large army in Manchuria. In 1897 the Ussury Railway line was completed, thus putting Vladivostok and Habarovsk in direct communication with each other. In 1898 Russia obtained from China a twenty-five years' lease of Port Arthur (Ryojun) and Dairen, as well as the right to construct the Southern Line of the Chinese Eastern Railway. This line, the work on which was begun at once, was completed in 1903, simultaneously with that of the Siberian Railway, thus affording a direct route of traffic between Europe and Asia.

The Russo-Japanese War, started in 1904, lasting for about two years, ended in Russia's defeat, and for the time being put a stop to her exploitation of the East. But in 1908, however, she commenced the work of constructing the Amur Railway Line, as part of her persistent plan of expansion, territorial and otherwise.

In 1914 the great European War broke out, followed by the Russian Revolution in 1917, which led to the abdication of the Czar, Nicholas II. Yet, in the face of all these adverse circumstances, the construction work of the Amur Railway was continued and was completed in April, 1917.

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Inhabitants and Customs.

The inhabitants of Siberia can be loosely classified into Russians and indigenous races. The Russians can be subdivided into exiles, immigrants, and Cossacks. A brief description of each is as follows:

Exiles comprise the felons and political offenders who were transported to Siberia. The former were generally lawless men given to plundering and harassing the natives; while many of the latter class, which included educated and prominent persons, proved to be good colonizers, contributing much to the development of the land to which they were banished.

Immigrants are the Russians who have settled in Siberia under the patronage and encouragement of the Russian government. They have greatly increased in number since the Russo-Japanese War. They generally engage in agriculture and stock farming, though some become miners, or laborers for the early settlers, or tramps, or join bands of outlaws. Others, disappointed, return home or seek other places to settle in, while those who went to Siberia under the delusion that it is a paradise where people become wealthy without working, dream away their lives, expecting something to turn up.

Cossacks. Their ancestors were mostly the followers of *Yermak*, chief of the Cossacks and leader of the military expedition to Siberia. After his death, in 1579, they settled in the basin of the Irtish River. Their ranks have been constantly growing with followers from among the early settlers and the immigrants from European Russia, and from the native tribes. They number about 550,000.

Cossaks, as soon as they are three or four years old, begin to be trained in horsemanship. They practically live on their horses, and the skill they achieve with them is really wonderful, it being not uncommon for one Cossack to drive with one pair of reins more than ten horses. As a rule the head of a Cossack family when past his youth remained at home, taking care of the household, while the younger male members went forth to fight.

Formerly of a wild and courageous nature they distinguished themselves on battle fields by brilliant military exploits, but now many of the Siberian Cossacks have either become landlords or have enriched themselves by engaging in trade and the virility and physical strength with which their race was once credited is a thing of the past. It is even doubtful whether the Cossack colonial troops entrusted with the defense of the borders will prove equal to the task, if they continue their present mode of life.

Indigenous Races. The original natives of Siberia number a little more than 20 per cent of the entire population, or nearly 2,500,000. Most of them live in out-of-the-way sections of the country and engage in stock farming, hunting, and reindeer breeding.

Of all the tribes, the most influential is the Kirghiz; next come the Buriats, the Yakuts, the Tungus, the Tartars and others—more

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than twenty in all. They generally dwell in the valleys, and if living in the south lead a nomadic life.

Transportation.

Railways. Siberia has five railways owned by the State: Ussury Ry.—length, 623.2 mls.; Amur Ry.—1,441.5 mls.; Transbaikal Ry.—1,131.8 mls.; Tomsk Ry.—1,199.4 mls.; and the Omsk Ry.—1,690.9 mls. The three privately owned railways are: Koltchugin Ry.—149.2 mls.; Altai Ry.—497.9 mls., and the Kolundin Ry.—195.6 mls. The total mileage is 6,929.5 miles. These, together with the Chinese Eastern Railway in North Manchuria, form the trunk line of communication between Europe and Asia.

The mileage of these lines (in detail) is as follows:

Ussury Ry.			
Trunk line	Vladivostok to Habarovsk	475.4 mls. or	717 vrs.
Branch lines	Nikolsk-Ussurisk to Pogranitchnaia	76.2 mls. or	115 vrs.
	Ugolnaya to Suchan	71.6 mls. or	108 vrs.
Amur Ry.			
Trunk line	Habarovsk to Kuenga	1,240.5 mls. or	1,871 vrs.
Branch lines	Pokrovka to Vladimirovka	4 mls. or	6 vrs.
	Arkhara to Innekentevsk	20.6 mls. or	31 vrs.
	Bureya to Bureya Ferry	4 mls. or	6 vrs.
	Botchkarevo to Blagoveshchensk	67.6 mls. or	102 vrs.
	Alexseivsk to Zeya Ferry	2.7 mls. or	4 vrs.
	Ushumun to Tchernyaevo	41.1 mls. or	62 vrs.
	Rukhlovo to Reynovo	42.4 mls. or	64 vrs.
	Tiptugari to Tchasovinskaya	18.6 mls. or	28 vrs.
Transbaikal Ry.			
Trunk line	Manchuria to Innokentevskaya	948.8 mls. or	1,431 vrs.
Branch lines	Karimskaya to Striechinsk	176.4 mls. or	266 vrs.
	Priiscowaia to Nerchinsk	6.6 mls. or	10 vrs.
Tomsk Ry.			
Trunk line	Innokentevskaya to Novonikolaievsk	1,145 mls. or	1,727 vrs.
Branch line	Taiga to Tomsk	54.5 mls. or	82 vrs.
Omsk Ry.			
Trunk line	Novonikolaievsk to Tchelyabinsk	883 mls. or	1,332 vrs.
Branch line	Omsk to Ekaterinburg *via* Tyumen	557.6 mls. or	841 vrs.
	Tchelyabinsk to Ekaterinburg	152.6 mls. or	231 vrs.
	Bogdanovich to Shadrinsk	97.7 mls. or	149 vrs.

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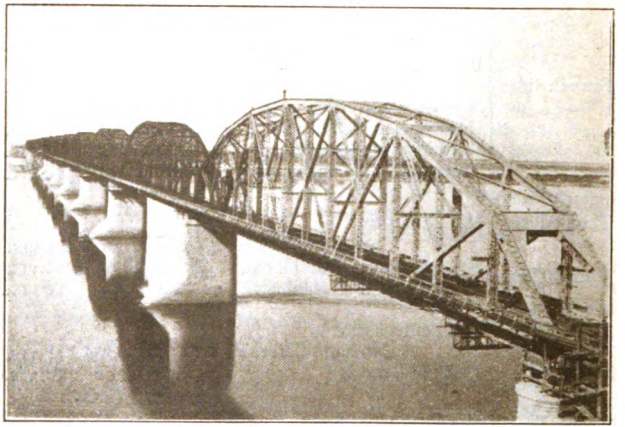
Koltchugin Ry.	Urga to Koltchugin	149.2 mls. or	225 vrs.
Altai Ry.			
Trunk line	Novonikolaievsk to Semipalatinsk	406.4 mls. or	613 vrs.
Branch line	Altaiskaya to Biisk	91.5 mls. or	138 vrs.
Kolundin Ry.	Tartarskaya to Slavgorod	195.6 mls. or	295 vrs

Land Routes. The Siberian highways comprise the national roads and district or village roads. The ***national roads*** are well cared for and rank next to the railways in service facilities. The total mileage is 58,559.4 miles, with 30,785.8 miles in the Eastern Region, 18,466 miles in Eastern Siberia, and 9,307.6 miles in Western Siberia. On these roads at every 19 to 57 miles is a post station, under government management, which provides mail carriages. These carriages are also for the use of soldiers, officials, and the general public, but in case they are fully occupied by postal matter, or by soldiers or officials, ordinary travelers must hire horses from the farmers or wait until vacant mail carriages are available. These roads are also used for the transportation of merchandise. The ***district or village roads*** serve as auxiliaries to the postal roads, and facilitate local communication.



AMUR BRIDGE, HABAROVSK.

Water Routes. The total mileage of the water passages on the inland seas and rivers throughout Siberia is 196,642.5 miles, of which 142,070.8 miles are navigable for general shipping, 48,740.5 miles, for steamers, and 37,060.3 miles for passenger traffic. The rivers and streams in Siberia comprise the following four systems:

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(1) ***The Obi System,*** (total mileage, 36,036.2 mls; navigable for 14,384.3 mls)—consisting of the main stream of the Obi (5,271.4 mls.); the Irtish (5,294.1 mls.); the Tomi (737.5 mls.); the Tchulym (1,809.9 mls.); the Omi (168.9 mls.); the Tobol (529.4 mls.); the Tura (573.1 mls.).

(2) ***The Yenisei System,*** (total mileage, 11,781.3 mls; navigable for 3,963.8 mls.)—consisting of the main stream of the Yenisei (3,963.8 mls.).

(3) ***The Lena System,*** (total mileage, 12,865 mls; navigable for 6,334.8 mls)—consisting of the main stream of the Lena (6,334.8 mls.).

(4) ***The Amur System,*** (total mileage, 11,707.3 mls; navigable for 9,028.4 mls.)—consisting of the main stream of the Amur (4,173.4 mls.); the Zeya (1,184 mls.); the Bureya (509.9 mls.); the Selendza (491.7 mls.); the Amgun (555 mls.); the Ussury (570.1 mls.); the Argun (377 mls.); the Shilka (669.6 mls.); and the Selenga (497.7 mls.).

Means of Communication.

Post. Postal matter is conveyed by train, steamer, carriage, sleigh, horse, or by reindeer. An important city or town contains a post office or a branch post office, which makes from one to three deliveries daily. In a village or post station, where there is only an agency of a post office, postal matter is kept until called for. During the three months of winter transportation of postal matter is altogether suspended, no delivery being possible during the entire period. This inadequacy of postal service is quite characteristic of Siberia, and also of European Russia to a certain extent. Furthermore, as the censorship is very frequently exercised, no epistolary secrecy can be expected.

Telegragh. A telegraphic service is maintained at the important stations on the post roads, but at the small stations and in the northern districts, no such service is available. In Siberia there are at present altogether 345 post offices and branch post offices, and 188 telegraph offices.

Wireless Telegraph. There is a wireless service between the Arctic Ocean and the Pacific. Aerograms can be sent from the following stations:

Obdorsk, Nikolaievsk, Tcheliabinsk, Okhotsk, Nayahan, Petropavlovsk, Novomalinsk, and Malkovo.

Industries.

Siberia is rich in arable land. Along both sides of the Trans-Siberian Railway in Western, Central, and Eastern Siberia are found fertile plains of black earth and grazing steppes almost boundless in extent. Besides this immense tract of rich soil, Siberia possesses numerous fine forests and excellent pastures, and also abounds in gold, coal, iron, and other minerals, obtainable in

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convenient localities. Nor is this all. Its navigable rivers, affording facilities for internal trade and communication, and its favorable climatic condition, added to its natural resources seem to furnish all the requisites to make Siberia a most thriving country. All that remains to be done is extensive colonization and thorough cultivation of the land. It has been estimated that, if fully developed, Siberia could support at least 500 million people—nearly one hundred times as large a population as at present.

Agriculture. ***Cultivated Lands.*** The whole area of land under cultivation in Siberia amounted, in 1912, to about 15,757,665 acres; in Western Siberia, to 9,243,850 acres; in Eastern Siberia, to 1,805,650 acres; in the Steppes, to 4,610,165 acres.

Products. Of all the agricultural products in Siberia, wheat is the most widely cultivated, its output amounting to 40 or 50 per cent of all the crops. It is of excellent quality, containing 17.26 per cent of albumen, the most nourishing element of this grain. In this respect it compares well with the wheat of European Russia (with 17.87 per cent of albumen).

Next to wheat come oats, rye, and barley. In the Ussury region buckwheat, millet, maize, and beans are raised.

Owing to climatic conditions, seeds sown in the spring yield more harvest than those sown in autumn. In 1912 the area of spring-wheat fields was 9,063,454.8 acres, the yield amounting to 147,010,000 poods; that of spring-rye fields, 1,298,135.7 acres, with a crop of 18,768,000 poods. In the same year, the total yield of all the grains in Siberia reached 255,587,000 poods—an amount three and a half times as large as the average yield for the previous five years, from 1907 to 1911.

Stock Animals. The important stock in Siberia are cattle, horses, pigs, goats, sheep, and reindeer; and next, camels.

The number of live stock in Siberia in 1913 was as follows: cattle 8,057,761; horses, 6,674,737; pigs 1,496,847; goats and sheep 6,086,695; reindeer, 312,063,

The stock in Siberia averages for each farm about five cattle, two horses, and ten sheep. Besides these, there are in the southern steppes herds of tens of thousands of cattle, horses, and sheep, owned by the Kirghiz, a semi-nomadic tribe. Almost unlimited opportunities for the development of stock farming would seem to be afforded by the vast tract of dry steppes in Siberia, which extends southward beyond Central Asia as far as the mountains of Turkestan. But the lack of cold storage and of means of transportation in the steppes prevent the meat or milk of these animals from becoming of commercial value. As yet, the herds are bred not so much for their meat or milk as for their by-products, which are easy to transport, such as hides, skins, hair, wool, bristles, etc. in which there is a big trade.

Reindeer. Reindeer breeding has long been an occupation of the Siberian tribes, especially those in the Altai mountain region. When the reindeer is about twelve years old, its antlers are very large, weighing from 27 to 32 pounds. The antlers of wild reindeer are superior to those of the half domesticated reindeer.

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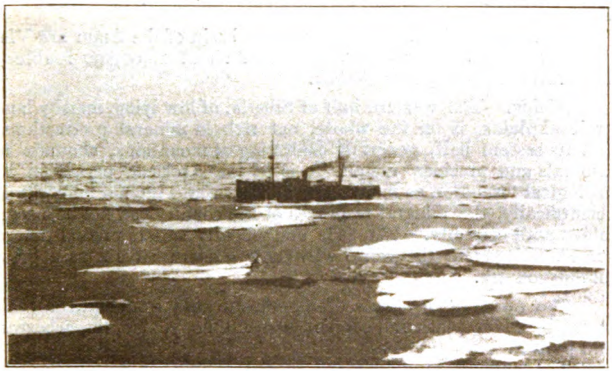

FLOATING ICE.

The Siberian antlers are sent to Mongolia, where they are sold to Chinese merchants for 10 or 11 roubles per 1/40 pood. They are then made into a kind of cordial said to be efficacious for the restoration of health and vigor. The reindeer whose antlers do not attain a great size, even in their fourteenth or fifteenth year, are used for food. From the hide a leather of a good quality is made. Fine male reindeer cost from 150 to 200 roubles a head.

Reindeer breeding in the Altai regions is carried on to the extent of 4,600 half-domesticated reindeer. As they are difficult to domesticate and the propagation is slow, the industry is not as yet of much commercial importance.

Forestry. The forests of Siberia are practically boundless, but owing to the reckless deforestation on the part of the inhabitants, those along the railways have been greatly depleted. Not until the completion of railways all over the country, especially the one in the north of Western Siberia, which will connect the Tobolsk district over the Ural Mountains with the White Sea in North European Russia, will it be possible for the forests to be worked in any systematic manner, or for their products to be exported in marketable quantities.

The trees most commoly found in the Siberian forests are needle-leafed trees, such as pine, fir, cedar, etc. But the tree which is of the greatest commercial value is ***Quercus dentata,*** from the nuts of which oil and by-product cakes are manufactured. The nut industry flourishes best in Tobolsk Prefecture, followed by Yeniseisk Prefecture, and Transbaikal Province. The principal market is European Russia.

Forestry as yet is not much developed in Siberia. Only in a very few places is it carried on systematically. The manufacture of resin, charcoal, turpentine, and needle-leafed tree oil in Tobolsk Prefecture, the exportation of poplars from Tobolsk to England and Germany; the exportation of *Quercus dentata* from Tomsk to England, and the manufacture of building materials in the regions near

the Amur, represent almost all the business activity connected with the forests.

The principal timber centers in the basin of the Amur are Vladivostok (annual transactions valued at about 1,500,000 roubles), Habarovsk, and Blagovestchensk.

Mining. The western half of Siberia, of low lying, marshy land or level plains, is on the whole, not rich in mineral productions. But its eastern half, generally consisting of mountains, abounds in minerals and precious metals. It is of the Archæan period in its geological formation as many parts in Siberia still remain unexplored scientifically, the mineral resources of the country can not be ascertained with certainty. Yet, it is undoubtedly safe to predict that at some future period the world will know Eastern Siberia as a great mining country.

The principal minerals of Siberia are gold iron, and coal, followed by silver, platinum, copper, lead, antimony, zinc, tin, asbestos, and pyrites.

The amount of gold alone mined in Siberia during the two years (1912 and 1913) preceding the European War is as follows:

	1912	1913
Western Siberia.		
Alluvial gold	3,719.3 lbs.	3, 49.9 lbs.
Vein and chemical	3,611.0 lbs.	3,972.1 lbs.
Eastern Siberia.		
Alluvial gold	95,366.5 lbs.	101,396.9 lbs.
Vein and chemical	1,344.4 lbs.	1,841.6 lbs.

Hunting.

Hunting is a special occupation of such nomadic tribes as the Tunguses, the Orochens, the Kirghiz, the Ramuts, and the Golid, furnishing them with their only means of living. It is an important supplementary business of the various uncivilized tribes, as well as of the Russians living in the hunting districts of Eastern and Western Siberia, and with the people of the Pelm region, the Kirensk, and Barugzinsk districts. In the northern part of the Eastern Region, hunting may be called the only industry worthy of note.

The Hunting Grounds in Western Siberia are: In Tobolsk Prefecture, the Pelm region; the Berezoffsk district; the Sulgutsk district; and the northern part of the Tobolsk and Tarsk districts. In Tomsk Prefecture: the Narimsk region and eastern part of Tomsk district. The forests on the banks of the Chulmak, the Tomi, the Murassa, the Kondom, the Bii; and the Chulshimas are all good hunting territory. In Eastern Siberia: In Irkutsk Prefecture; the Turkhansk and Ushinsk regions; the Bliankaek, Tsunkinsk, Minusinsk, and Kirensk districts. In Transbaikal Province: the Baruzinsk district. In the dense forests along the Yablonoi Mountains, in Yakutsk Province and in Eastern Region, wild life is plentiful.

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Kinds of Animals. According to the latest statistics the wild animals trapped or shot in Siberia in a year are: bears, 5,016; wild boars, 13,693; reindeer, 4,374; foxes, 450,198; sables, 19,298; squirrels, 1,247,557; antelope, 3,698; wild cats, 968; hares 212,082; wolves, 3,762.

Fishery.

The rivers of Siberia abound in fish of a very high quality, but the fishing industry is not flourishing, due to its being conducted unsystematically, and to the lack of transportation facilities. With scientific hatcheries and better preservative methods, this industry would develop into one of the most important in Siberia. Awakened to the possiblities the fishermen in the northern part of Siberia have lately organized a movement for more efficient work.

Fishing Grounds. In Western Siberia: lower course of the Obi River; the Kazym, and Irtish Rivers; Lake Baraba; and various lakes in the Steppes. In Eastern Siberia: lower course of the Yenisei, Lena, Kolma, Angara, and Selenga Rivers, Lake Baikal. In Eastern Region: lower course of the Amur and Ussury Rivers; Lake Khanka; the coast of the Russian territory on the Sea of Japan; Kamchatka.

The fish are of two of classes, migratory and indigenous. The chief kinds among the migratory fish in the rivers of Western Siberia: a species of sturgeon, trout (*Plecoglossus altivelis*), Siberian salmon, herring; in the rivers in Amur and Maritime Province: salmon, salmon-trout, and herring. To the indigenous group belong a species of shark; eel; carp; etc.

Fisheries in the Eastern Region. As reliable statistics with regard to the fishing industry in Eastern and Western Siberia are not available, the following brief description pertains only to the Eastern Region.

The fishery rights are of two kinds: one, which, by Russo-Japanese agreement, is open equally to Russians and Japanese; the other, open to Russians only, either free or on payment of 200 roubles, grants the use of a fishing ground in the rivers or bays. A tax of 5 kopecks per pood (36 lbs.) of catch is made by the Russian Taxation Office.

The number of fishing-grounds and amount of catch for three years, beginnin with 1913, is as follows:

Years	Fishing-grounds (for Russians and Japanese)	Fishing-grounds (for Russians)	Catch (in poods)	Value (in roubles)
1913.....	260	89	8,231,000	14,152,000
1914.....	273	84	8,007,000	16,200,000
1915.....	265	91	8,562,000	22,100,000

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Manufacturing Industries.

Factory Industries. At present Siberia is deficient in both capital and markets for manufactured articles and also is unable, due to lack of training of workmen, to compete with the advantages possessed by the factories of European Russia. Accordingly, the Siberian factories, with the exception of a small proportion engaged in export production, are devoted to manufacturing goods for local consumption.

Milling is the most developed of all the Siberian industries. Some factories in Western Siberia carry on this business on large scale. They are equipped with pulverizers of a French or Austrian type, employ hundreds of workmen, and have established schools and hospitals for their benefit.

Wheat flour finds its market not only in Eastern Siberia, but also in European Russia. This industry thrives most in Tomsk Prefecture, where it forms 60 per cent of the manufacturing industry of the Prefecture. The annual output of wheat flour in Siberia totals 30,000,000 poods.

Next to the milling industry comes ***brewing***. In 1911 there were 55 distilleries in Siberia. The breweries have lately increased to about 100. These are furnished with modern, up-to-date equipment and conduct the business on a large scale.

Besides milling and brewing, the oil, hide and skin, timber, and soap industries are notable.

Butter Making is a very important Siberian industry, the annual output being estimated at 60,000,000 roubles. Tomsk Prefecture heads the list of creameries, about 50 per cent of Siberian butter being made there. In 1911 the butter making establishments in this Prefecture numbered 2,294, and have been increasing since then year by year. The Barnaulisk and Kainsk districts in this Prefecture are noted for their production of butter.

Next to Tomsk Prefecture come Tobolsk Prefecture, Akmolinsk Province, Semipalatinsk Province, and Yeniseisk Prefecture. The butter made in these places is in demand not only in different parts of Siberia and European Russia, but also in England, Denmark, and Germany. In 1912 the butter exported from Eastern and Western Siberia amounted to 53,491 poods.

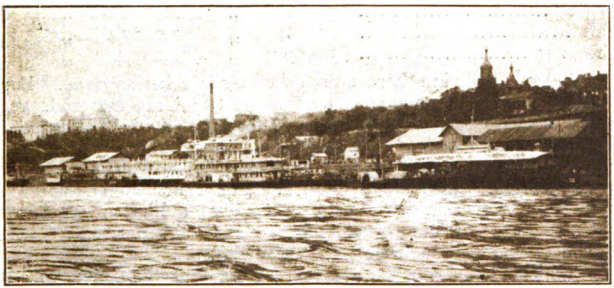
The best Siberian butter is widely known for its excellent quality. It contains 86 per cent of fat, 12 per cent of water, and 2 per cent of salt. It is quite free from nitrogenous substance, potassium, and phosphoric acid. Compared with German butter, it is richer in fat by 2.3 per cent. The best kind of butter comes from the Barnaulisk district (Tomsk Prefecture), the Kurgansk and Ishmusk districts (Tobolsk Prefecture), and the Altai region.

Handicraft Industries. Those engaged in the handicraft industry in Siberia are of three classes: (1) those who follow it as an auxi-

liary occupation to agriculture; (2) those who take it up temporarily; (3) those who pursue it as a regular occupation.

Handicraft industries are developed most in the southwestern districts of Tobolsk Prefecture, three quarters of the whole business being done there. Next comes the Altai region. Among the trades most widely followed are those of a cooper, a carpenter, a potter, a shoemaker, and a tanner. Then come these who make carpets, furniture, brick, sleighs, carriages, boats, nets, spades, knives, sickles, firearms, jars, woodwork, charcoal, resin, coarse yarn and gloves.

Generally speaking, handicraft industries are not extensively pursued in Siberia, and their product is inferior to that of factories conducted on a larger scale. In fact, imported articles, being superior both in style and quality, find a better market in Siberia than the home products, despite their higher price.



HABAROVSK WHARF.

Commerce.

Trade. The Siberian trade consists generally of the exportation of raw materials or unfinished articles at low prices and the importation of finished articles at high prices. Such a state of business is, of course, economically detrimental to the country. The trade is chiefly with European Russia, Germany, England, America, Japan, and the Manchurian and Mongolian regions, but it is conducted in an extremely haphazard, irregular manner. As no reliable statistics have been collected in recent years, only a mere outline of the trade can be given:

Exports. Grain and live stock products are the chief exports, both of which are constantly on the increase.

The exports of grain recently amounted to 100,000,000 poods. The market price is anything but steady or uniform, due partly to the lack of a distribution centre and partly to the fact that as there is no organized exchange in existence, the farmers individually deal with small retailers or petty speculators, and also that the producing localities, wide apart from each other, have no transportation facilities.

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The live stock products comprise beef, butter, pork, and furs. Quantities of wild and domestic fowl, and eggs are also exported. The principal exporting districts are Kurgan, Petropavlovsk, Omsk, and Novonikolaievsk. Next to grain and live stock products come coal, copper, and timber.

Imports. Agricultural implements are the chief item of import, followed by sugar, fruits, salt, Kerosene, groceries, tin plate, and iron. These have been increasing year by year, as can be seen from the fact that the annual value of imports, which totaled 45,000,000 poods in 1900, showed a fourfold increase in 1909, when they amounted to 185,000,000 poods.

The principal items showing an increase are as follows:

	1900	1909
Agricultural implements ...	2,250,443 poods	4,656,899 poods
Sugar	938,606 „	2,412,623 „
Salt	288,545 „	1,288,613 „
Groceries	550,467 „	1,105,492 „

Fairs. Fairs are characteristic features of Siberian trade. Formerly they were the only agencies through which raw materials and unfinished articles could be exchanged for finished articles imported from European Russia. But since the opening of the Siberian Railway, with exporters and buyers now dealing directly with producers of raw materials, the state of trade has been much altered and the great fairs which formerly used to conduct a kind of wholesale business, have now been considerably reduced in their scope. Those held at *Ivbits* were the greatest of their kind.

In Tobolsk Prefecture there are more fairs than in any other prefecture or province—260 is the record. Especially noteworthy are those at Tyumen and Nikolsk, where the transactions in both fairs aggregate about 9,500,000 roubles. Tomsk Prefecture has 7 well known fairs; Semipalatinsk Province, 29; Akmolinsk Province, 17 and Yeniseisk Prefecture, 14.

Banks. The principal banks in Siberia are the National Bank (capital, 260,000 000, roubles); the Russo-Asiatic Bank (capital, 49,700,000 roubles); the Siberian Commercial Bank (capital, 20,000,000 roubles); the Russian Foreign Trade Bank (capital, 50,000,000 roubles); the Russian Commercial and Industrial Bank (capital, 5,000,000 roubles); the Municipal Mutual Savings Bank; the Yaroslavsko-kostromsky agricultural Bank. There are also private banks and banking houses.

All these banks, with the exception of the Municipal Mutual Savings Bank, have their head offices at Petrograd, and branches at various important cities and towns throughout Siberia. They also have agencies in the important trading centers. In out-of-the-way regions of the country credit societies, which regulate the money market in their neighborhood, have been established.

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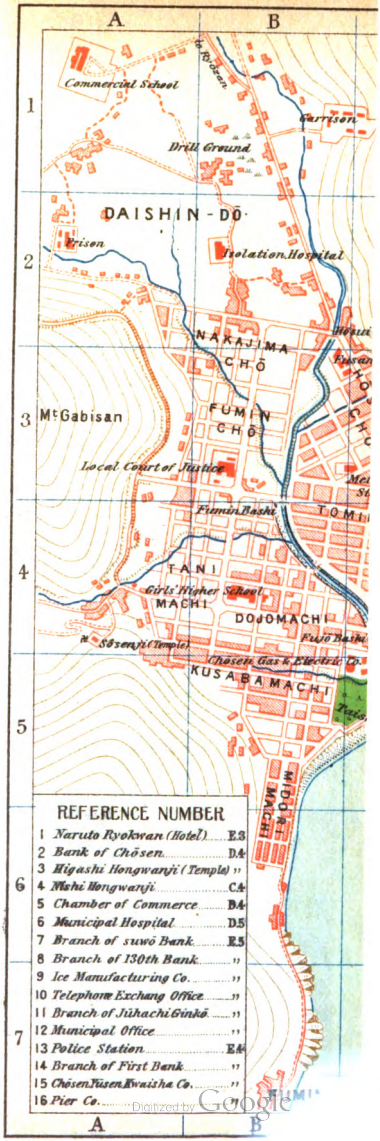

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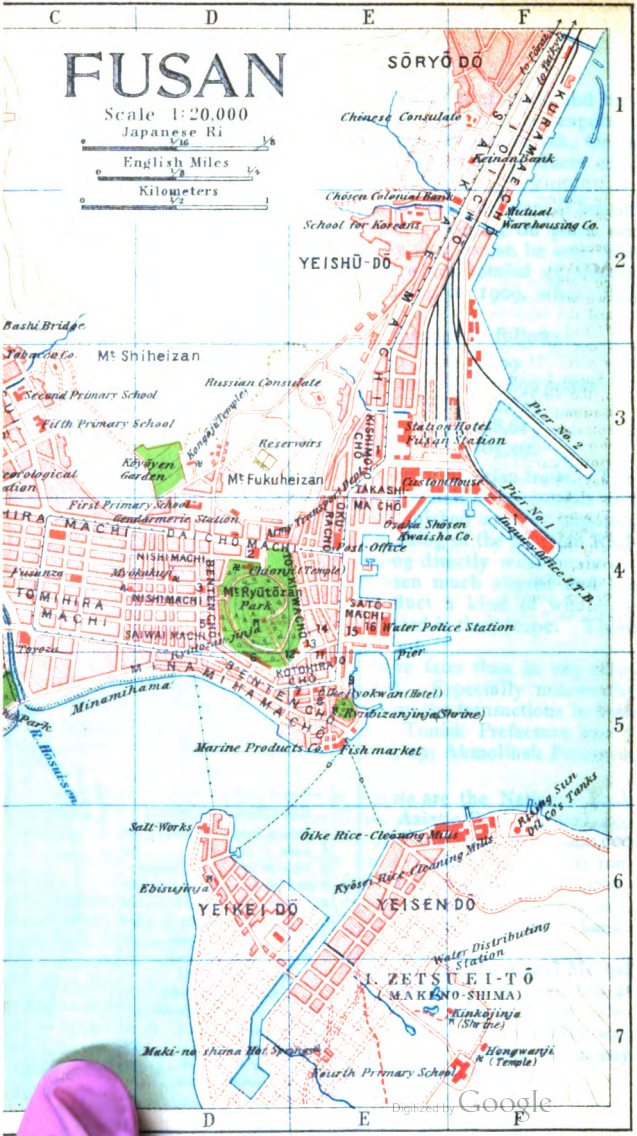
FUSAN
Scale 1:20,000
Japanese Ri
English Miles
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SŌRYŌ DŌ
Chinese Consulate
Keinan Bank
Chōsen Colonial Bank
School for Koreans
Mutual Warehousing Co.
YEISHŪ-DŌ
Bashi Bridge
Mt Shiheizan
Russian Consulate
Second Primary School
Fifth Primary School
Reservoirs
Station Hotel
Fusan Station
Pier No. 2
Pier No. 1
Mt Fukuheizan
Custom House
First Primary School
Gendarmerie Station
Osaka Shōsen Kwaisha Co.
Post-Office
Chionji (Temple)
Mt Ryūtōzan Park
Water Police Station
Pier
Minamihama
Ryubizanjinja (Shrine)
Marine Products Co.
Fish market
Salt-Works
Ōike Rice-Cleaning Mills
Kyōsei Rice-Cleaning Mills
Ebisujinja
YEIKEI DŌ
YEISEN DŌ
Water Distributing Station
I. ZETSUEI-TŌ
(MAKINO-SHIMA)
Kinkōjinja (Shrine)
Hongwanji (Temple)
Maki-no-shima Hot Springs
Fourth Primary School
Rising Sun Oil Co's Tanks
Inquiry Office J.T.B.
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PART II. CHŌSEN.

Route I. Fusan. 釜山

Customs' Examination is made on board the Fusan-Shimonoseki connecting steamer. Nothing but merchandise is taxed, but tourists who travel from Chōsen to Japan Proper are warned not to take with them more than 100 cigarettes or over 50 cigars each, as customs' examination is very strict with regard to tobacco.

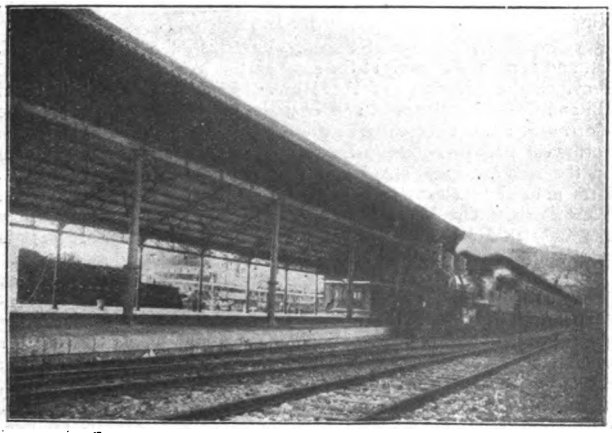
Arrival. Fusan lies 122 nautical miles from Shimonoseki. A connecting service between the two ports is carried on by the Department of Railways, Japan and two well-equipped steamers start from each port every day, one in the morning and the other in the evening (fares, meals not included, 1st cl. ¥10.65; 2nd cl. ¥7.10.) A traveler proceeding to Keijō (Seoul) from Japan Proper generally takes one of these steamers at Shimonoseki, and in 11 hours is landed at the Fusan pier. The express train starts from the pier platform. Other trains start from Fusan Station and passengers who wish to take them have to walk some 250 yards, the distance between the pier and the station.

Baggage can be carried by red-capped porters (charges: 3 *sen* a piece to the entrance of the pier or to the pier platform; 7 *sen* to Fusan Station). **Jinrikisha:** fare about 80 *sen* per hour, ¥2.50 half day, ¥4 an entire day.

Motor car, seating 5 persons: fare ¥3 per half hour; ¥5 per hour; ¥20 per half day; ¥40 per whole day. Motorbus, between Fusan and Tōrai, 80 *sen* a single ticket.

Tram-cars run through the more important parts of Fusan City and go to Tōrai Hot Springs *via* Sōryō and Fusan-chin (Length 9 mls., fare 3 *sen* per section. The city is within 1 section; 6 *sen* to Fusan-chin, 21 *sen* to Tōrai Hot Springs). They are, however, very poorly constructed and too uncomfortable for a pleasure-seeking tourist.

Ferry boats: 3 *sen* from Minami-hama to Zetsu-ei Island; 80 *sen* to Matsushima Beach (for each boat).



STEAMER AND TRAIN CONNECTION AT FUSAN JETTIES.

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Hotels: ***Fusan Station Hotel*** (Pl. E 3) a high class hotel conducted in European style, under the direct management of the South Manchuria Railway Company. This hotel stands within the compound of the station, with its recent extension the accommodation now is all but perfect. A single meal or tea may be ordered. (Charges: American plan ¥9.50 to ¥13.00; European plan ¥4.50 and upward per single room, ¥6.00 and upward per double room. Meals; breakfast ¥1.50, lunch ¥2.00, dinner ¥2.50).

Other Japanese Hotels: Ōike (Pl. E 5, *Benten-chō*); Naruto (Pl. 1, E 3) facing the station, and several others are operated in Japanese style; a night's lodging with evening and morning meals (called "Japanese plan" in the following pages), costs from ¥3 to ¥6.

Restaurants. European cuisine may be obtained at the Station Hotel; Japanese cuisine, at Naruto (*Benten-chō*), Hōsen-Kaku (*Minami-hama*) and numerous other places.

Post and Telegraph. Fusan Post Telegraph Office (Pl. E 4, *Ōkura-machi*), Telephone Exchange (Pl. 11, E 5, *Hon-machi*), Telegrams may also be sent from the station.

Japan Tourist Bureau (Pl. F 4) has an inquiry office at the Railway pier to afford facilities to tourists.

Coastwise Steamer Services. Daily service—between Fusan and Urusan (36 mls.), Masan (40 mls.), Tōyei (65 mls.), Sanzempo (93 mls.). Periodical service—(several times a month) to Moppo, Kunsan, Genzan, Jōshin, Seishin, etc. Many of the steamers from Kōbe, Ōsaka, call at Fusan on their way to Jinsen, Dairen, Seishin, Vladivostock, and elsewhere. (See Introduction).

General Description of Fusan. Fusan is situated in 35° 6′ N. lat. and 129° 3′ E. long., at the southeastern corner of South Keishō Province the extremity of the Korean Peninsula, 30 miles from Iki and Tsushima Islands, and commands the West Channel of the Korean Strait. The harbor is protected by a range of hills on the northwest, and by Zetsuei Island (about 20 mls. in circumference) on the south. This island and two others, Ryūdai and Tōhaku, form natural breakwaters and divide the harbor into the East and West Ports. The West Port, also called Minami-hama, is shallow and only fit for the mooring of fishing boats, but the East Port is deep and affords excellent anchorage for steamers up to 3,000 tons.

In former times Fusan was the only channel of traffic between Japan and Korea, but the opening of the through service of Chōsen-Manchuria trains and the radical improvements in the connecting system of land and sea communications at the piers, made it another great doorway of the world and its prosperity increases year by year, According to the latest returns Fusan has a population of over 63,600, of which over 27,000 are Japanese. Its imports and exports total over 101,028,826 *yen* a year. The chief articles of exports are rice, soja beans, sea weed, fish, cattle, cow hides, ginned cotton, etc.,

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while large quantities of cotton stuffs, wheat flour, petroleum, salt, *saké*, tobacco, matches, sugar, and miscellaneous goods are imported. Fusan is the greatest trading port in the whole peninsula.

Fusan City extends northwestward in well laid out streets from the foot of Ryūtō-zan, a pine-wooded hill facing Zetsuei Island (also called Makino-shima), the river Hōsui flowing through the city. The most important part of the city is Hon-machi, Benten-chō, Saiwai-machi and Nishi-machi with Ryūtō-zan Park in the center. In the southeast is a hill called Ryūbi-zan. The shore surrounding this hill is inhabited by fisherfolk, and a fish market and an aquatic products guild are located there. The ferry for Zetsuyei Island starts from a point close to the fish market. The neighborhood of the station is a newly opened section where there are many shipping offices, forwarding agencies, and hotels. The city is gradually expanding itself towards Sōryō in the north.

A View of Fusan Port.

History of Fusan. In 1443 the Korean government opened *Fusan-po* (a fishing hamlet not far from the present Fusan), *Yenpo*, and *Saiho* for trade with the inhabitants of Tsushima. In course of time Yenpo and Saiho were closed, Fusan-po alone remaining open. In 1591–1593 Fusan-po was captured by Japanese invading armies sent by *Hideyoshi* and was used by them as their base of operations. When the war was over the *Shōgun* of Japan sent *Sō Yoshitomo*, lord of Tsushima, to conclude a peace (1609). By this peace Fusan-po was re-opened for trade, but during the *Kwanbun* era (1660–1670) the trading port was removed to the present Fusan.

Public Offices and Schools:—Municipal Office (Pl. 14, E 5; *Tokiwa-machi*), Local Court of Justice (Pl. B 3; *Fumin-chō*), Police Office (Pl. 14, E 4; *Kotohira-chō*), Custom House (at *Takashima-chō*), Railway Works (at *Sōryō*), Fusan Chamber of Commerce and

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Commercial Museum (Pl. 5, D 4; *Nishi-machi*), Japanese Troop Barracks (Pl. B & C 1; *Daishin-dō*), Branch of Army Transportation Department (Pl. D 4; *Daichō-machi*), Branch of Army Go-down (Pl. D 4; *Daichō-machi*), Gendarmerie Division (Pl. D 4; *Daichō-machi*), Meteorological Observatory (Pl. C 3; *Hōsui-machi*), Prison (Pl. A 2; *Hōsui-machi*), Russian Consulate (Pl. E 3; *Hon-machi*), Chinese Consulate (Pl. E 2; *Sakae-machi*), Middle School (at *Sōryō*), Girls' Higher School (Pl. B 4; *Kusaba-machi*), Commercial School (Pl. A 1; *Daishin-dō*), and four primary schools.

Banks, Firms, etc.: Fusan Shōgyō Ginkō (Fusan Commercial Bank; Pl. 12, E 5; *Kotohira-chō*), Branch of Dai-ichi Ginkō (the 1st Bank; Pl. 16, E 4; *Hon-machi*), Branch of Jūhachi Ginkō (the 18th Bank; Pl. 13, E 5; *Hon-machi*), Branch of Hyaku-sanjū Ginkō (Pl. 9, E 5; *Hon-machi*), Branch of Suwō Ginkō (Suwō Bank; Pl. 7, E 5; *Benten-chō*), Branch of Chōsen Ginkō (Bank of Chōsen; Pl. 2, D 4; *Daichō-machi*), Branch of Mitsui Bussan Kaisha (at *Kotohira-chō*), Branch of Chōsen Kōgyō Kaisha (Chōsen Industrial Co. *Satō-machi*), Kyōdō Sōko Kaisha (Mutual Warehousing Co.; Pl. F 2; *Kuramae-chō*), Marine Products Co. (Pl. 17, E 5; *Minamihama-chō*), Pier Co. (Pl. 18, E 4; *Satō-machi*), Branch of Osaka Shōsen Kaisha (Pl. E 4; *Takashima-chō*), Branch of Chōsen Yūsen Kaisha (Pl. 17, E 4; *Satō-machi*), Branch of Chōsen Gas Co. (Pl. C 5; *Dojō-machi*), Branch of Naikoku Tsū-un Kaisha (Domestic Express Co. at *Takashima-chō*), Chōsen Bōseki Kaisha (Chōsen Spinning Co., *Sōryō*), Messrs. Holme Ringer & Co. (import, export, and commission merchants. ***Agencies*** of Hongkong & Shanghai Banking Corporation, Chartered Bank of I. A. C., American & Oriental Line, British India S. N. Co., Canadian Pacific Ocean Services, China Navigation Co., Cie des Messageries Maritimes, Java-China-Japan Lijn, Peninsular & Oriental S. N. Co., Royal Mail Steam Packet Co., Tōyō Kisen Kaisha etc.)

Hospitals, Churches and Temples:—Fusan Municipal Hospital (at *Benten-chō*), American Hospital (at *Hon-machi*), Presbyterian Church (at *Sasen-dō*), Nihon Methodist Church (at *Daiku-chō*), Hongan-ji Temple (Pl. 4, C 4; *Nishi-machi*), Chion-in Temple (Pl. 15, 45 *Daichō-machi*).

Places of Interest. ***Ryūtō-zan or Benten-yama*** (Pl. D 4) a pine clad hill, stands in the center of the town. On this hill which commands a fine view of the city, there is a shrine called Ryūtō-jinja, dedicated to *Kompira*, *Hachiman*, *Sumiyoshi* and *Temman-gū*. This shrine, originally dedicated to *Kompira* alone, was built about 240 years ago by *Sō Yoshisada*, Lord of Tsushima. Later, *Sumiyoshi* and *Temman-gū* were enshrined in the same place and all these deities are worshipped by the Japanese at Fusan as their guardian gods. It is the oldest shrine built by Japanese in Chōsen. Some time ago the enclosure of the shrine was turned into a park and is a popular pleasure garden now.

Ryūbi-zan (Pl. E 5) is a smaller hill in the south of the

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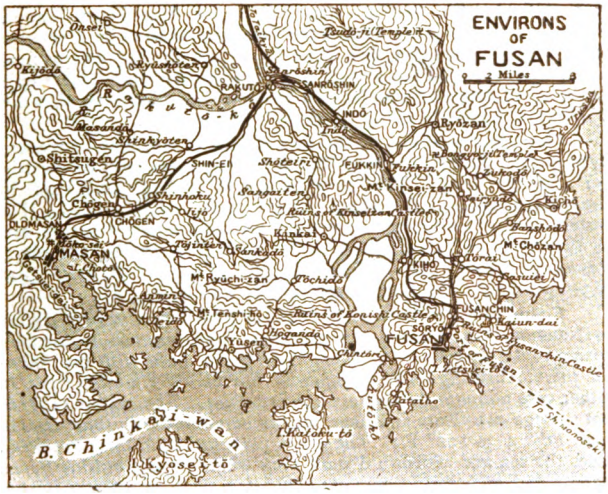

town, on which stands a graceful shrine, Ryūbi-zan Jinja, dedicated to the old Japanese warriors *Takeshiuchi Sukune*, *Katō Kiyomasa* and *Asahina Yoshihide*. The hill stands on the very edge of the water, overlooking the harbor.

Taishō Park (Pl. C 5; area about 5 acres) has recently been opened on the south shore of the city. It is not yet completed, but the view of the East Port from the park is excellent. Visitors are permitted to play base-ball and lawn-tennis on the grounds.

Matsushima Beach with green pines and white sands is a quiet and beautiful retreat on the south shore of the West Port. As the water is smooth, it is a good sea bathing resort in summer (30 minutes by boat from Minami-hama).

Kōyō-en, Mr. Masubei Fukuda's beautiful villa and garden (Pl. D 3) and the Mineral Springs on Makinoshima Island (Pl. A 7) are both worth visiting as pleasant diversions from the regular routes.

Kokan, where the trade between the Japanese and the Koreans was carried on in olden days, may be reached by tram (fare 6 *sen* from the stops in front of the railway station). It is situated halfway between Sōryō and Fusan-chin, and a monument stands on the hill in memory of an old Korean merchant.

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Ruins of Castle at Fusan-chin (about 400 yards to the south-east of Fusan-chin Station: tram fare 9 *sen* from Fusan Station) remind the tourist of the days of the Japanese invasion by *Hideyoshi* (1591—1593), though a few stone fences are all that remains now. To the southwest of the station and opposite the stone fences exist the ruins of Konishi Castle, said to have been built by *Konishi Yukinaga*, a general of the Japanese invading army.

Tōrai Hot Springs, at the foot of Kinsei-zan, may be reached by motorbus (fare 80 *sen* from Fusan railway station) or by electric-car (fare 21 *sen*). The river Bongyo-ji flowing southward by the village adds to the charm of this quiet neighborhood. The waters of the hot springs are clear and of an alkaline nature, and as they gush out abundantly, numerous bathers throng the place. ***Japanese Hotels:*** Hōrai-Kan, Naruto. (Charges; Japanese plan ¥3–6 per day. The former especially is well-equipped).

Kaiun-dai Hot Springs by tram-car from Fusan railway station to Nanmon (fare, 18 *sen*); by motorbus from Nanmon to the hot-spring baths (fare 60 *sen*). There is a public bath with provisions for private bathing; also a Japanese inn called Kaiun-rō; but in either case accommodations are not first-class. The waters of these hot springs are clear, and have various curative effects (temperature from 118° 4′ to 122° F.) The place, protected by hills at the back, faces the sea and affords a distant view of the islands outside Fusan harbor and of entering and outgoing steamers. Moreover it is a popular sea bathing resort in summer, and an extensive park embracing the hot springs is under contemplation.

Bongyo-ji a large old temple, 5 miles from Tōrai Hot Springs, is situated on the side of Mount Kinsei (carriages and motor-cars run to the foot.) It was founded about 1080 years ago by *Won-kyo* the famous priest of *Sinla*. The three-storied stone pagoda is as old as the temple and it is of the same type as the pagoda of Bukkoku-ji Temple in Keishū (see Page 32) and that of Tsūdo-ji (see Page 8). In workmanship it is said to be superior to the other pagodas. The old pine trees which flourish round the temple, and the rocks and streamlets nearby are most charming. The original building was partially destroyed by a fire in the war of 1592, but repairs were made after the war. Some of its buildings such as Daiyū-den, Fusai-rō and Sōkei-mon are said to be so splendid that they may be regarded as models of the best Korean Buddhist architecture of the middle period of the *Li* Dynasty: over 200 priests live in the temple premises and attend to the services.

Old Urusan Castle is found in ruins some 22 miles to the east of Tōrai and south of Shinkakujō-zan, a castle which *Katō Kiyomasa* defended against the Koreans. A regular motorbus service is operated between Tōrai and Keishū (Route III) via Urusan (twice daily, fare ¥3.50)

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Route II. Fusan to Keijō (Seoul).

(Including Masan Branch Line).

Keijō-Fusan Line. The railway from Fusan to Keijō (280.6 mls. to Nandaimon Station, in Keijō, 8–10 hours by express; fares, 1st cl. ¥19.65; 2nd cl. ¥12.65) traverses many important parts of the Chōsen Peninsula. As the country through which the train runs is, on the whole, flat, there are few tunnels, and an extensive view may be enjoyed almost anywhere. Especially charming is the section between Kiho and Sanrōshin, the junction of the Masan Branch Line, where the train runs along the river Rakutō-kō. The railway is broad gauge; consequently there is plenty of room in the cars and passengers can travel in them with ease and comfort.

Train Facilities. Two Fusan-Fengtien (Mukden) through trains leave Fusan every day, one in the morning and one in the evening. They are provided with dining cars (European food), and sleeping cars, (charges: 1st cl. ¥5. upper berth, ¥7. lower berth; 2nd cl. ¥3. upper berth, ¥4.50 lower berth), besides passenger cars of all classes. These trains connect at Fusan with the Shimonoseki-Fusan Channel Steamers, at Mukden with through trains on the Dairen-Changchun Line (S. M. Ry.) and with a through train on the Peking-Mukden Line (Chinese Government Ry.)

Two trains, one of which is an express, leave Fusan daily for the Nandaimon station in Keijō, (express extra charges: 1st cl. ¥2.50, 2nd cl. ¥1.50). These trains start from the pier platform and are made up of passenger, dining, and sleeping cars.

Local Trains. Several mixed trains, including 3rd class cars, run daily between Fusan and Taikyū, Taikyū and Taiden; and between Taiden and Nandaimon.

For Kiho, the traveler leaves the steamer and takes a train which passes by Sōryō and Fusan-chin (for Sōryō and Fusan-chin, see Route 1) in a few minutes. From Kiho, the train runs along the river Rakutō-kō and passing through Fukkin and Indō reaches Sanrō-shin, where the Masan Line branches off.

Kiho (11 mls. from Fusan) is an important business town and because of its situation on the river Rakutō-kō is the center of land and river traffic. Population 7,100.

Motor boats ply up and down the stream between Kiho and Kinkai (6 mls.; fare 15 *sen*). However, since the landing place of the latter is some distance from the town, the tourist who arrives at Kinkai by boat is advised to take a *jinrikisha;* (time required, 1 hr.). ***Kinkai*** is the site of the ancient kingdom of *Kalak* and the Government of *Im-na*. The tomb of *Kin-sulo*, the founder of *Kalak* is still in existence.

The Rakutō-kō is one of the five great rivers of Chōsen, the others being the Kan-kō, the Daidō-kō, the Toman-kō (Tumen) and the Oryokkō (Yalu). It rises in the Taihaku Mountains, which form the northern boundary of North Keishō Province, and flowing through Antō county is fed by the tributaries from Yuchoku-rei, Weji-rei, etc. It then irrigates the western plains of North Keishō Province, enters South Keishō Province, and running through the center of the town, is divided into several streams in the neighborhood of Sanrōshin, finally emptying into the sea west of Tatai-ho, near Fusan. The total length of the Rakuto-kō is 267 miles. The river is navigable from the estuary to Rakutōshin, (about 126 mls.) and when the water is high, small boats can go up as far as Antō. The most important towns and villages on the banks of the Rakutō-kō are Antō, Reisen, Wakan, Mitsuyō, Sanrōshin, Kiho, and Kinkai. There is much traffic between them and Fusan.

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Fukkin (19.4 mls.) is a lonely ferry village on the Rakutō-kō. Five miles to the east of the station is Ryōzan the county seat. The well-known temple ***Tsūdo-ji*** is 15 miles northeast of the station (*via* Ryōzan), on the southern slope of Mt. Reishū-zan (or Shusei-zan, 3,570 ft. above sea level). It was built in the 12th year of the reign of *Sun-tok*, queen of *Sinla* (643 A.D.). The enclosure extends from east to west along a river and contains scores of minor temples, with gates and other small buildings nestling among century old trees. A visitor entering through the first gate on the east side will see the Tennō-mon gate, the Gokuraku-hōden and the belfry and then find a three-storied stone pagoda and a stone seat, in the front court yard of the Yakushi-den. Farther to the west, are a *sarira* tower and a stone lantern at the back of the Daiyū-den. All these objects were constructed in the days of *Sinla* and are of excellent workmanship. The buildings now existing are of a later date than 1592, the original ones having been destroyed by fire in that year. The buildings are magnificent, and over 300 priests serve in them. The vicinity is dotted with numerous monasteries.

Indō (24.8 mls.) is situated at the junction of the river Indō and the Rakutō-kō. From here to Sanrōshin 6 miles off, the train runs along the bottom of a picturesque ravine. ***Jakuin-Kan*** situated on a high cliff along the Rakutō-kō, was formerly an important strategic position. Ruins of the ancient defense works still exist.

Sanrōshin (30.6 mls.), the junction of the Masan Branch Line, is about 2.5 miles from the Rakutō-kō. Passengers for Masan, Chinkai, Shinshū, etc. have to change cars at this station. Various kinds of fruit, vegetables, and trees are cultivated here. Population 3,500.

Masan Branch Line.

Masan Line branches off from the Keijō-Fusan Line at Sanrōshin and terminates at Masan Port (24.8 mls. from Sanrōshin). Five trains run daily between Sanrōshin and Masan Port. The trains on this line are not provided with 1st class cars. (Fare 2nd cl. ¥1.10; time required 1½ hrs.).

The train leaving Sanrōshin passes by a small station called Rakutō-kō (1.2 mls. from Sanrōshin) and immediately crosses an iron bridge over the river. The district which is drained by the river is flat and extensive, but is subject to frequent floods. Near the Shin-ei station (11 mls.) are fields cultivated by Messrs. Murai & Co., of Tōkyō. The total area of arable land in this basin is 6,550 acres, of which 4,200 acres have already been opened up. Shōgen (19.4 mls.) is another agricultural center. Population 3,300.

Masan 馬山 (24.8 mls. from Sanrōshin).

Arrival. The Masan municipality includes Old Masan (23.3 mls. from Sanrōshin) and New Masan, 1.5 miles distant. The station in Old Masan is chiefly for the benefit of Koreans, and the tourist who wishes to stop at a hotel will find it more convenient to go on to Masan, the terminus of this branch line. **Jinrikisha** are available for sightseeing.

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Japanese inns: Bōgetsu Ryokan and Akamon Ryokan (both at *Hon-machi*; charges ¥3–5 per day).

General Description. The town of Masan lies at the head of Chinkai Bay. The harbor being deep, large ships over 10,000 tons can anchor in it. Both the old and new sections are protected by mountains at the back. The scenery is beautiful, and the place is said to be the healthiest in Chōsen. In history ***Old Masan*** is known as *Gōho*, whence the Mongolian invaders, reinforced by the Koreans, sets sail for Japan in 1281. This section does a flourishing trade in marine products. ***New Masan*** is inhabited chiefly by Japanese. The streets are well laid out and all the public buildings in the town are situated here. Masan has 15,700 inhabitants and according to the latest statistics its imports and exports, together with those of Chinkai, exceed ¥1,850,000 a year.

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Public Buildings, Etc. Masan Municipal Office (at *Dai-machi*); Shōgen County Office; Local Court of Justice; Branch Custom House; Post Office; Police Station, Chinkai Bay Heavy Artillery Battalion Barracks; Masan Hospital; Primary School; Primary School for Koreans; Oriental Development Co. (branch); Chōsen Colonial Bank (branch); Masan Aquatic Products Co.; Keijō Electric Co. (branch).

Places of Interest: ***Masan Park*** (at *Akebono-chō*) with a shrine dedicated to *Daijin-gū*, and numerous plum, cherry and other flower trees. As the park is on a hill the visitor can have a view of the entire harbor. ***Getsuei-dai,*** about one mile, from the station, in Getsuei-ri is especially charming on moonlight nights, and affords a panoramic view of Masan and its vicinity. ***Jakushintō,*** also called Konoye-Kyū is a quiet resort noted for its fine pine-trees. On the left side of the road is a spring, ***Mōko-sei*** (one mile northwest of the station), which is said to have been dug by the Mongolians before they embarked for Japan.

Chotō, a solitary island in the harbor, is celebrated because of its tradition that an angel mounted on a boar alighted here. Although only a pine clad island with one small Korean village, it is worth visiting in the summer season.

Chinkai (from Masan by steamboat, several times daily; fare, 30 *sen*; time required, about 1 hr.) is situated on Chinkai Bay half way between the promontories of Masan and Kojō. It is well sheltered by Kyosei Island on the south and affords a good anchorage for large steamers. The new town is at Chinkai village in Shōgen County, a very picturesque neighborhood. It has a population of 5,000, the majority of which are Japanese. It was in Chinkai Bay that Admiral Tōgō and his squadrons awaited the Baltic Fleet of Russia in 1905, and now Chinkai is the seat of one of Japan's naval stations.

Shinshū, where the South Keishō Provincial Government is located, lies 44 miles from Masan and may be reached by motorbus (fare about ¥6). It was here that the Japanese engaged in two very hard battles in 1592. Population 11,000, (20 per cent of which are Japanese). ***Public Offices:*** Local Court of Justice; Prison; Gendarmerie, Garrison Quarters; Provincial Police Headquarters; Police Station; Charity Hospital; Post Office; Chōsen Colonial Bank; and Credit Society.

The soil of this district is rich, and much cotton is raised. Among the many places of interest, Shukuseki-rō, and the valley of Gikoku-ji are especially worth visiting. The former is a magnificent building on a cliff hundreds of feet high, with the river Nankō running along the foot of the cliff. Gikoku-ji is situated in the Hōkoku-san mountains and is celebrated for its maple trees.

South Keishō Province forms the southeastern extremity of the Korean Peninsula. It is bounded on the west by South Zenra Province and North Zenra-Province, on the north by North Keishō Province, and on the east and south by the

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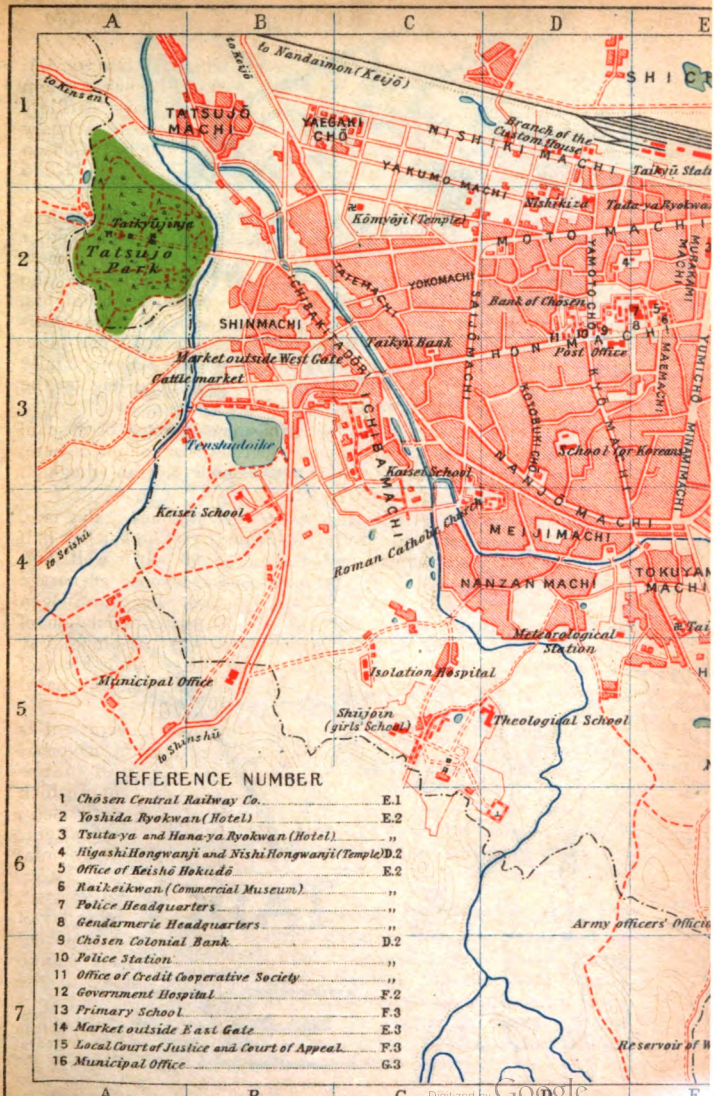

REFERENCE NUMBER

1	Chōsen Central Railway Co.	E.1
2	Yoshida Ryokwan (Hotel)	E.2
3	Tsuta-ya and Hana-ya Ryokwan (Hotel)	,,
4	Higashi Hongwanji and Nishi Hongwanji (Temple)	D.2
5	Office of Keishō Hokudō	E.2
6	Raikeikwan (Commercial Museum)	,,
7	Police Headquarters	,,
8	Gendarmerie Headquarters	,,
9	Chōsen Colonial Bank	D.2
10	Police Station	,,
11	Office of Credit Cooperative Society	,,
12	Government Hospital	F.2
13	Primary School	F.3
14	Market outside East Gate	E.3
15	Local Court of Justice and Court of Appeal	F.3
16	Municipal Office	G.3

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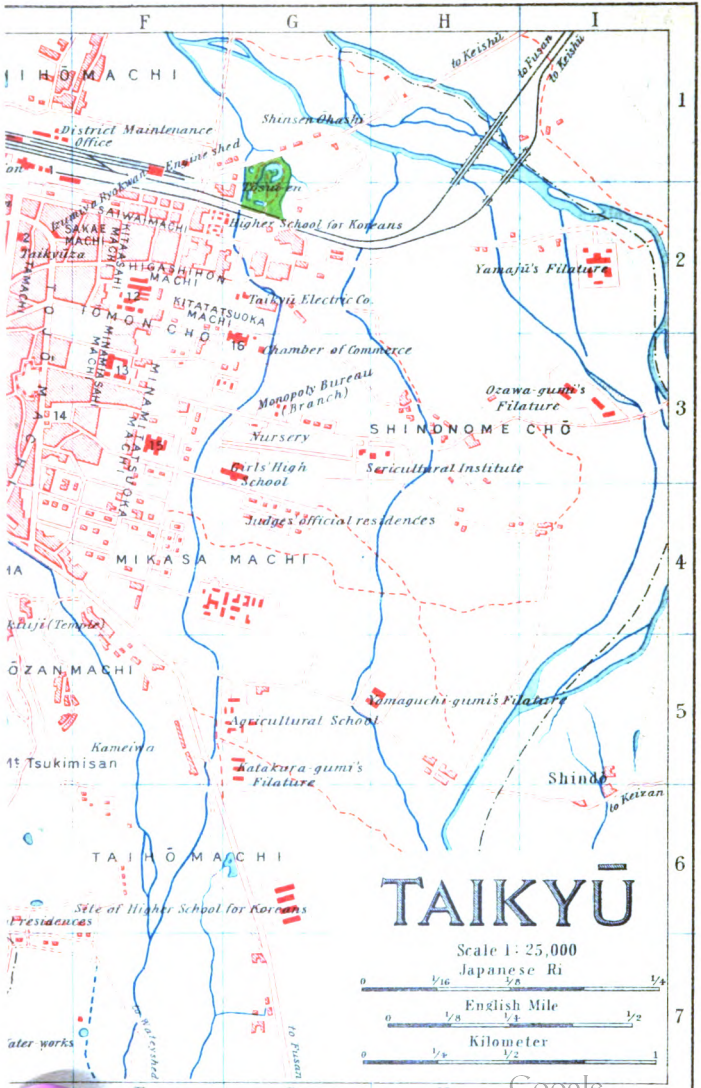
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Scale 1 : 25,000
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to Keishū
to Fusan
to Keishū
Shinsen Ohashi
District Maintenance Office
Engine shed
Tōsui-en
Higher School for Koreans
Yamajū's Filature
Taikyū Electric Co.
Chamber of Commerce
Monopoly Bureau (Branch)
Ozawa-gumi's Filature
SHINDONOME CHŌ
Nursery
Sericultural Institute
Girls' High School
Judges' official residences
MIKASA MACHI
Yamaguchi-gumi's Filature
Agricultural School
Kameiwa
Mt Tsukimisan
Katakura-gumi's Filature
Shindō
to Keizan
TAIHŌ MACHI
Site of Higher School for Koreans
Residences
Water-works
to Wateyshed
to Fusan
SAIWAI MACHI
SAKAE MACHI
HIGASHIHON MACHI
KITATATSUOKA MACHI
MINAMIASAHI MACHI
MINAMITATSUOKA MACHI
TAIKYŪ MACHI
Taikyūza
Kumiya Ryokwan
Kitaasahi
Minamiasahi
Tomon Chō
Ozawa
Kitaji (Temple)
Ōzan Machi
Mt Tsukimisan

sea. The coast has many indentations. In the east of the province are the Taihaku mountains, and on its western boundary are the Shōhaku mountains. The Rakutō-kō, one of the greatest rivers of Chōsen, divides the province into two nearly equal parts. It has extensive plains with rich soil, and yearly produces 8,400,000 bushels of rice and fish, worth ¥7,520,000. This province contains Fusan and Masan, the former the greatest commercial harbor of Chōsen. South Keishō Province is the most densely populated part of Chōsen, with 371 inhabitants to each square mile. Its total area is 4,752 square miles, of which 684,420 acres are under cultivation

A railway between Masan and Shōteiri is being constructed by the Southern Chōsen Railway Co. (Capital ¥10,000,000). It will touch Shinshū, the seat of the South Keishō Provincial Government, and Kōshū, the seat of the South Zenra Provincial Government, and will connect with the Konan Line of the Chōsen Railway at Shōteiri, (see P. 44) the entire length being 157 miles. From Inson at the south end of North Zenra Province, a line, 47 miles long, will branch out and connect with Zenshū, the seat of the Government of that province. When completed this railway will form a very important traffic in Southern Chōsen, since it will connect the chief cities of three provinces and over 500 towns and villages.

* * * * * * *

Mitsuyō (38.5 mls. from Fusan). The town lies 1.5 miles to the northwest of the station. On an extensive plain to the southwest the soil of which is very fertile, many Japanese farmers are engaged in agriculture. The population, including the inhabitants near the station, 7,800. ***Public Buildings:*** County Office, Official Piscicultural Station, Local Court of Justice, Banks, Gelatine Factory, etc. A tower called Reinan-rō stands on a hill southeast of Mitsuyō. The river Nansen-kō famous for its trout flows along the foot of the hill and the scenery in this vicinity is very fine.

Yusen (46.1 mls.). From Mitsuyō northward the train runs through a hilly country, along a winding river called Mitsuyō-kō.

Sekisen-ji is an old temple 5 miles to the north of the Station, said to have been founded by *Po-cho-kuk-sa*, a celebrated priest of *Sinla*.

Seidō (52.8 mls.) is a small mountain girt town between South and North Keishō Provinces. The ruins of Seidō Castle, may be seen about a mile west of the station. A little beyond Seidō, the train enters the Shōken tunnel, (3,960 ft. long), one of the few on this line.

Keizan (67.6 mls.) is situated on the border of a plain drained by the river Kinkō, at a short distance from the north end of Shōken tunnel. New roads have been built to Jijin, Kayō, Eisen, Keishū, Geijitsu-wan, etc., and numerous Japanese have farm in this region. Large quantities of tobacco, cereals and vegetables are produced. The population near the station is 3,200. ***Public Buildings:*** County Office; Police Station, Chōsen Industrial Co.; Southern Chōsen Development Co. ; Credit Society.

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Taikyū (*Taigu*) 大邱

(77.6 mls., from Fusan. About 2½ hrs. by Express).

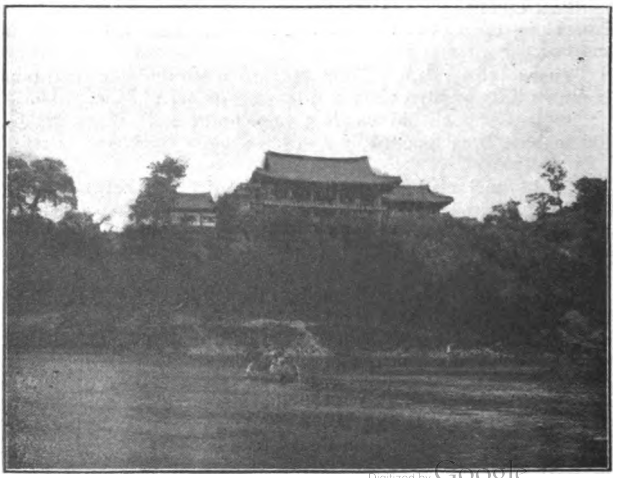
Arrival. The station (Pl. E 1) is in the center of the northern portion of the city, facing the point where Saiwai-chō, Nishiki-chō and Murakami-chō converge. **Passengers' Baggage** may be carried by the red capped porters in the station who charge 3 *sen* per piece. **Jinrikisha** can be hired at a fixed tariff. **Motorbuses** run to Keishū and Hokō twice a day (fare to Keishū ¥5; to Hokō ¥7.); to Gempū (fare ¥2.) and to Antō once a day (fare ¥7.) **Light Railway.** Three through trains run to Keishū and Hokō from Taikyū every day (fare: 1st cl. ¥2.16 to Keishū; ¥2.88 to Hokō).

Japanese Hotels: Tadaya Ryokan (Pl. 2, E 2; *Nishiki-chō*), Yoshida, Hanaya Ryokan (Pl. 3, F. 2), Izumiya, etc. (charges; Japanese plan, ¥3–6 per day).

Post and Telegraph. Taikyū Post Office (Pl. D 3; *Kyō-machi*) and several minor offices.

Excursions from Taikyū by light railway or motorbus. To the east, Keishū and Hokō may be visited *via* Kayō and Eisen; to the north, Antō (60 mls. *via* Shikkoku), and Gijō; to the south west, Gempū (18 miles *via* Shamonshin). Shamonshin is a small town on the Rakutō-kō, 7.3 miles west of Taikyū, and is the center of the river traffic.

General Description of Taikyū. Politically speaking, Taikyū is the principal city of North Keishō Province but geographically, it is the principal city both of South and North Keishō Provinces. It is the center of land and river traffic and is one of the greatest commercial cities in Southern Chōsen, being equipped with electric lights, water



REINAN-RŌ TOWER, MITSUYŌ.

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works, and other modern convenience. In spring and autumn great fairs are held here, and on these occasions tens of thousands of people throng the market. It is impossible to see such large crowds anywhere else in Chōsen. The neighboring country is noted for its sericulture which is becoming more important year by year, and the number of filature factories are rapidly increasing. It is expected that in time Taikyū will equal Heijō as a commercial and industrial city. Agriculture also flourishes, apples especially being produced in great quantities.

The city extends from east to west. In the middle runs a link road on the site of the old city walls built some 300 years ago, with many streets and lanes intersecting it. That portion of the city within the walls which faces the link road and the parts outside the wall on the southwest chiefly constitute the old city, and the houses there are small and dingy, but the rest of the city, especially the new part running along the railway, consists of well laid out streets, with shops and residences in Japanese style. Population, over 40,000 (30 per cent Japanese). Trade, ¥5,000,000 a year.

History of Taikyū. Taikyū was formerly known as *Takko-taiken*, and was the seat of the prefectural government of *Sinla*. In the reign of King *Kyŏng-tok* (743 A.D.) its name was changed to Taikyū, and in the reign of King *Hyŏn-chong* of *Koli*, it was placed under the jurisdiction of Kyōzan-fu. After several changes it was made the county seat, in the *Li* Dynasty (1895 A.D.). The Japanese Government at first placed Taikyū under its consulate at Fusan; then in 1905 it was placed under the newly established Taikyū Residency, and on the incorporation of Korea with the Japanese Empire in 1910, both Korean Taikyū County Office and Japanese Taikyū Residency were abolished, and a municipal office was established at Taikyū.

Public Buildings: North Keishō Provincial Government (Pl. 5, E 2, *Kami-chō*); Municipal Office (Pl. 16, G 3, *Shinonome-machi*); Court of Appeal (Pl. 15, F 3; *Minami-tatsuoka-chō*); Local Court of Justice (Pl. 15, F 3; *Minami-tatsuoka-chō*); Garrison Quarters (*Tōjō-machi*); Gendarmerie Station (Pl. 8, E 2); Military Hospital; Custom House (Pl. D 1; *Nishiki-chō*); Government General's Monopoly Bureau (*Shinonome-machi*); Police Station (Pl 10, D 2; *Hon-chō*); Prison (Pl. F, G 4); Meteorological Station (Pl. D 4; *Nanzan-chō*); Agricultural School; Nursery of Forest Trees (Pl. G 3); Sericultural Institute (Pl. G, H 3; *Shinonome-machi*); Girls' Public High School (Pl. G 3; *Mikasa-machi*); High School for Koreans (*Saiwai-chō*); School for Koreans (*Nishi-chiyoda machi*); Primary School (*Nanchi-machi*); Government Hospital (Pl. 12, F 2; *Tomon-chō*); Chamber of Commerce (Pl. G 3; *Shinonome-machi*).

Banks, Companies, etc.. Bank of Chōsen (Pl. D 2, *Yamato-chō*); Chōsen Colonial Bank (Pl. 9, D 2; *Kami-machi*); Sennan Ginkō (Bank, *Moto-machi*); Taikyū Ginkō (Bank, Pl. C 3; *Hon-chō*); Credit Society (Pl. 11, D 2; *Hon-chō*); Mat Manufacturing Co. (*Tōjō-machi*); Chōsen Central Railway Co. (Pl. 1, E 1); Electric Co. (Pl. G 2); Oriental Development Co. (Pl. F 2); Katakura-gumi's Filature Factory (Pl. G 5); Ozawa-gumi's Filature Factory (Pl. I 3); Yamajū's Filature Factory (Pl. I 2).

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Markets: There are two markets for the sale of general goods. One (Pl. B 3) outside the West Gate of the old city is open on the 2nd, 7th, 12th, 17th, 22nd, and 27th of every month; the other (Pl. 14, E 3), outside the East Gate, is open on the 4th, 9th, 14th, 19th, 24th and 29th. On these days great crowds of people, some from distant villages, come to the market, furnishing an interesting sight for spectators. Fairs which are held in February and August are especially lively. In the west suburb of the city there is a cattle market.

North Keishō Province is bounded by mountains on all sides except the east, and is adjacent to Kōgen, North Chūsei and South Keishō Provinces. On the east, it faces the Sea of Japan. The western region of the province is fertile, being watered by the Rakutō-kō, which has its source among the Taihaku mountains on the north. Area 7,337 square miles, of which 966,022 acres are under cultivation. Population 2,045,000 (279 inhabitants to the square mile). The annual production of rice is 7,475,000 bushels; wheat 6,400,000 bushels, marine products, ¥2,053,000.

Places of interest. The site of an old castle about a mile west of the station has been turned into a park, called ***Tatsujō Park*** (Pl. A 2). The high castle ground is artistically laid out, and a shrine of Daijingū has been erected in the center. The park overlooks Taikyū city and the surrounding country and has many trees of great age. Bōkyō-rō, the tower in the park, formerly stood on the north side of the old city walls. ***Kōshi-byō,*** at Tōmon-chō, outside the East Gate, is a temple of *Confucius*. The large characters, Taiseiden, on the front of the main hall, were written by *Chu-hsi*, a famous Chinese scholar of the *Sung* Dynasty.

Tōsui-en or ***Eikitei*** (Pl. G 1, 2) at Ryusen-chō in the south is a charming garden with clear fountains, ponds and artificial hills, and is open to the public. ***Tōka-ji*** or ***Yuka-ji*** is an old temple about 12 miles from the city on the Hakkō mountain. The temple enclosure covers about 1,000 acres. In a thick grove of old trees stand 15 edifices, of which Daiyū-den, Kon-dō, Birō-den, Futo-an, Nai-in-an, and Nembutsu-an are the most noted. The temple was built by *Po-cho-kuk-sa* in the reign of King *Mun-song* of *Sinla* (800—157 A. D.). The stone image of the Buddha *Vairocana* in the Biro-den and the three-storied stone pagoda, are valuable specimens of the *Sinla* Age, and other buildings are worthy of close inspection. The scenery is refreshing, especially beautiful in autumn. ***Ryūen-ji*** is a temple on Mount Biwa about 5 miles to the east of the station. It has a fine garden and is a good summer resort.

Light Railway to Hokō is operated by the Chōsen Central Railway Co. Starting from Taikyū, it connects Eisen, Saigaku and other towns and villages, 14 in all, and reaches the eastern seashore at Hokō. At Saigaku, a line branches off, terminating at Bukkokuji *via* Keishū, the old capital of ***Sinla*** (see Route III). The main line is 64 miles long and the branch line 9 miles long. Since, however, the trains on this railway are slow (8 hrs. between Taikyū and Hokō) the tourist who is in a hurry should take an automobile.

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Hokō at the head of the harbor of Geijitsu Bay, may be reached by a train on the light railway or by motorbus from Taikyū. As it possesses traffic facilities by land and by sea, Hokō is growing more and more important as a fishing center. Proceeds from fishing over ¥1,000,000 a year. Population 4,600.

Antō, seat of the Antō County Office, 39 miles to the north of Taikyū, may be reached by motorbus. It is situated on a large plain, rich in agricultural products, and is a distributing center for this locality. Population over 6,000.

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Shindō (88.4 mls.) is north of Taikyū. On the right side of the railway (about 4.5 mls. east of the station) is Shikkoku, formerly the seat of the ancient *Kasan* Government. Now, it is an insignificant mountain village.

Wakwan (94.5 mls.; inns: Nakanishi; Sanukiya) on the left bank of the Rakutō-kō, was a Japanese commissariat base in the war of 1592; it is now the seat of the Shikkoku County Office. In consequence of the traffic facilities afforded by the river and the many roads which connect Wakwan with other places in the same basin, it is also a distributing center. The soil being fertile, tobacco, and fruit of all kinds are produced in large quantities. Population 2,600.

Jakuboku (98.9 mls.; inn: Jakuboku-kan) is near the right bank of the Rakutō-kō. It is sheltered by mountains on the northwest and faces a flat country extending southeast. About 7 miles northwest of the station are the ruins of ***Kin-u-san Castle*** on the summit of a high hill. The castle ground is about 3 miles in circumference, and the visitor may enjoy a grand view of the mountain ranges of Shikkoku and Jindō, across the Rakutō-kō. The Korean general, *Kwon-ṗ'yo*, is said to have defended this castle in 1592.

Passing through the new stations of Kibi (107 mls.) and Taishin (115.3 mls.) the train reaches Kinsen.

Kinsen (121.3 mls.; inns: Asahi-ya and Kawachi-ya). Kinsen is a town near the boundary of North Keishō Province and South Chūsei Province. Population, 8,000, 1,400 of which are Japanese. Though the surrounding country is mountainous, the town stands at the meeting point of many roads, and consequently is a flourishing commercial town, nearly as important as Taikyū. Motor cars may be hired from Kinsen to Shōshū (23.3 mls., fare ¥2.90); to Reisen (52.7 mls., fare ¥7.) ; to Shinshū, the largest city in South Keishō Province (94 mls., fare ¥9). ***Public Offices, etc.:*** County Office, branch of the Local Court of Justice, Gendarmerie Station, Post Office, Credit Society, Primary School for Koreans, Primary School for Japanese, Chōsen Colonial Bank, Branch.

Chokushi-ji, a temple about 7 miles northwest of the Kinsen station, is situated in a charming spot at the foot of Kōshi-zan and

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comprises numerous buildings. A gold image of Buddha is its chief treasure, and many worshippers from all parts of the country are attracted to the temple.

Kaiin-ji, another temple, about 31 miles south of Kinsen station, can only be reached on horseback or in a sedan chair, with the exception of 16 miles—between Kinsen and Chirei—for which carriages are available. It is surrounded by the Kaya mountains, which in some places rise 3,300 feet above sea level. The original temple was built in the 2nd year of the reign of King *Ai-chang* of *Sinla* (802 A.D.) by Abbot *Sun-eung*. Fire destroyed the temple two or three times, and most of the present buildings are of recent date. However, the stone pagoda and lanterns in front of Dai-jakukō-den have stood there ever since the days of the *Sinla*, and the lanterns especially are said to excel other contemporary works of the kind. In the sacred library at the back of the temple are stored 86,000 wooden blocks from which the Complete Sutras were printed in the reign of King *Ko-chong* of *Sinla*. Over 200 priests live in this temple and attend to the services.

Shūfūrei (132.1 mls.; inn, Suō-kan). The station is located near the western end of the Shūfūrei tunnel on a high peak on the water shed between North Keishō Province and South Chūsei Province, and is the highest station on this line (712 ft. above sea level). The Shōhaku mountains, which form the boundary of this province run south till they reach the Korean Strait. Unpō and Chii are the highest peaks between Shūfūrei and the sea. The stream which flows by the station is the source of the river Kin-kō, which is crossed by the railway four times before it joins the Fu-kō.

From here the train runs through a mountainous country *via* Kōkan (137.3 mls.), Eidō (146.9 mls. principal village in Eidō County; inn: Hirasawa), Shinsen (153.7 mls), Iin (159.3 mls.) and Yokusen (166 mls.). Tributaries of the Kinkō wind among the mountains and add to the charm of the scenery. The soil, however, is not fertile; consequently products are few, and the population is small.

Kōson, about one half mile south east of Kōkan station, is noted for its temple of *Confucius*, and an old tower called Gakakurō. ***The Eight Views of Kansen:*** charming views of peaks, cliffs, temples, etc. are within a short distance of Kōkan station. ***Rakkadai,*** a picturesque spot about 1.3 miles west of Eidō station, was made famous by a dancing girl who threw herself from here into the water below.

Ōsanka Fall (2.5 miles west of Shinsen station), which is two feet at the top and seven feet at the bottom, cascades down cliffs 110 feet high, and flows into one of the tributaries of the Kin-kō. ***Yōzan,*** a battlefield of *Sinla*, is 15 miles from Yokusen station. ***Mishidō,*** is the birth place of *Cho-hyon*, a brave general of the war of 1592, who fought with 700 soldiers and fell at Ryōkin-zan.

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Hōjū-ji, (26.8 mls. northeast of Yokusen Station), one of the most noted temples in Chōsen, is situated among soaring peaks. It is the only five-storied wooden pagoda that remains in Chōsen and was built by King *Chin-pyong* of *Sinla*. It is the same style of building as the pagoda of Hōryū-ji at Nara in Japan. It contains three images of Buddha, each 16 feet high, and 9 other images 7 feet high, all of which are excellent works of art. There are also several minor temples in the grounds. Not far from the temple, is the Shishihō mountain, the summit of which is flat and so large that 30 people can sit on it. Shishihō stands at the point where the Shōhaku mountains trend from the northeast to the south and turns the waters into three directions. The streams flowing eastward empty into the Rakutō-kō, those flowing south, into the Kin-kō, and the stream running northwest is the source of the Tassen which finally flows into the Kan-kō. On a hill to the west of the Hōjū-ji temple is a huge tortoise shaped rock on which 3,000 people can sit.

Taiden (176.7 mls.) In the station restaurant, simple meals, foreign or Japanese, may be obtained. (Inns: Nakagawa, Chitose, Ōtakan, Sasayama). Taiden is a flourishing city at the southeastern extremity of South Chūsei Province and is the junction point of the Konan Line. The city is divided into North and South Taiden, the station being in North Taiden. In 1905, when the Keijō-Fusan Railway was completed, there were only two or three Japanese families living at Taiden, though it was called 'an important station,' but the place has expanded at such a rate that now it has over 7,400 inhabitants. At South Taiden, situated a half mile south of the station, is a Korean market, open 6 times a month. The Japanese shops in this section transact business with Koreans, dealing chiefly in cereals, petroleum and *men-tai* (a kind of cod, *pollachins chalcogramma*).

Public Offices, Companies, etc.: County Office, Local Court of Justice; Garrison; Police Station; Gendarmerie; Post Office; Railway Hospital; Taiden School Association; Imperial Charity Work-house; Tobacco Experimental Farm; Middle School; Primary School; Chōsen Colonial Bank (branch); Kanjō Bank; Credit Society; Taiden Electric Co.; Leather Co.; Konan Nippō Office (newspaper).

Jujō Hot Springs (5.8 mls. northwest of the station) may be reached by motorbus (fare 50 *sen*) or *jinrikisha*. Though the waters, which are of an alkaline nature, have long been known to have various curative properties, they have not attracted many visitors. Recently, however, a joint stock company has been organized with the object of providing better accommodations, and bath houses and inns have been erected. On ***Keiryū-zan***, (though only 7.5 mls., from the Tōkei station on the Konan Line, is reached by a very bad road). It is a well known mountain on which is a beautifully situated

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temple called Tōkei-ji. About 2.5 miles higher up is the Ryūkeikō-ji Temple, from which a greater part of the two Chūsei provinces may be seen.

The train, after leaving Taiden passes through Shinnanshin (185.7 mls.), crosses a bridge (1,200 ft. long) over the Kin-kō and passing through Babiho, arrives at Fukō station.

Fukō (193.3 mls.) at the head of navigation on the Kin-kō is 11.8 miles from Seishū, the seat of the government of North Chūsei Province (motorbus fare ¥1.20). Between Seishū and Chūshū a motorbus runs every other day (42.8 mls.; fare ¥4.50). Kōshū, the seat of the South Chūsei Provincial Government, is 14.5 miles away, but is easy to reach. The surrounding country is flat and fertile, and produces large quantities of cereals and vegetables. *Fuyō-zan*, on which are Dokurakutei, Fuyō-ji, and Ken-ji, is about 2 or 3 miles from Fukō, and is worth visiting.

Chōchiin (199.8 mls.) is the seat of the Enki County Office, South Chūsei Province. It is situated in a large fertile plain watered by the Mikosen, and is rich in agricultural products. There are two markets in this town, one very old and the other of recent origin.

On market days, from 2,000 to 5,000 Koreans gather here from far and near. Besides the County Office, there is a Law Court, a Gendarmerie Station, and banks and warehouses. Population about 3,600.

Kōshū the seat of the South Chūsei Provincial Government is situated 16.5 miles southwest of the Chōchiin station (motorbus fare ¥2.; time required, 1½ hrs.). Roads branch out from here for Taiden in the east, Ronzan in the south (motorbus fare ¥1.80), and Fuyo and Teizan in the west. Kōkei and Kunsan are accessible by boat on the Kin-kō. Kōshū was formerly called *Yūho*, and has been one of the most important cities in south Chōsen for over 1,500 years, since the days of *Paikche*. It is a commercial center. Population, 6,700. Hō-ō-zan and Sakurayama Park are worthy of a visit. *Sōju-zan Castle*, on the left bank of the Kin-kō, about one mile from Kōshū, was, after the fall of the *Paikche* Kingdom, the seat of the Government General of *Liu-jen-yuan* of *Tang* (China). Later, the Japanese general, *Konishi Yukinaga*, encamped there. In Kōshū are several old temples, of which Kō-ji and Shingen-ji are the most noted. The nave (*Daiyū-den*), the bell, and the iron flag-pole of the former, are typical specimens of the art of the middle of the *Li* Dynasty.

South Chūsei Province is bounded by Keiki Province on the north, North Chūsei Province on the east, North Zenra Province on the south and by the Yellow Sea on the west. The coast, though greatly indented, has few good harbors. The southern part of this province, drained by the Kin-kō, is flat and fertile. Area 3,135 square miles, of which 595,350 acres are under cultivation. Population 1,117,000 (356 inhabitants to the square mile). Rice produced, 7,520,000 bushels annually; gold output about ¥1,000,000 a year.

Seishū, about 12 miles northeast of the station (may be reached by motorbus in an hour, fare ¥1 20), is the seat of the North

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Chūsei Provincial Government and has many public offices, schools, and hospitals. The surrounding country yields great quantities of agricultural products. Seishū is known for its stone bridge and the iron post formerly used for supporting the flag pole.

North Chūsei Province is almost in the center of the Korean Peninsula. It is bounded by Kogen Province and Keiki Province on the north, by South Chūsei Province on the west, North Zenra Province on the south, and by North Keishō Province on the east. Being very mountainous, agriculture is not so flourishing in this province as in other provinces. Area, 2867 square miles, of which 392,000 acres are under cultivation. Population, 746,000 (260 inhabitants to the square mile).

Bukuei-zan is a pretty mountain 20 miles east of Seishū. In the cave called Kayō-dō at its foot, the renowned scholar *Song-si-lyol* pursued his studies, and the Chinese ideographs carved on the rock are said to have been done by King *In-cho* of *Li* Dynasty.

Chūshū, 43.7 miles east of Seishū (motorbus fare: ¥4.50), may be reached from the latter town in about 4 hours. Where the river Tassen, flowing from the southwest, meets the Kan-kō, there is an extensive plain in the southwest corner of which Chūshū is situated. Besides the County Office at Chūshū, there are: Garrison Quarters, a branch of the Local Court of Justice, etc.

Dankindai, (a hill 2.5 mls. west of Chūshū) stands at the junction of the Kan-kō and the Tassen, and commands a fine view of the neighboring district.

From Chōchi-in the railway line runs north threading its way through a monotonous succession of treeless hills past Zengi (208 mls.) and Shōseiri (213.5 mls.) till it reaches Ten-an.

Ten-an (220 mls.; inn: Ten-an-kan) is the seat of the County Office and has a population of about 2,800. Being located on the Sannan Highway, the town thrives as a market, especially for the rice and other cereals produced abundantly in this locality, and a brisk business is carried on with Jinsen and vicinity in autumn, winter, and spring.

Onyō Hot Springs, (8.5 mls. west of Ten-an) may be reached from the latter town in about half an hour (Motorbus fare: about ¥1). The water of these springs contains a small quantity of salt. A sanatorium belonging to the Army is located there. With the facilities offered by a fairly good Japanese inn (Onyō-kan, Charges ¥2–5), many visitors come to these springs from Keijō and its neighborhood. It is said that Onyō was a favorite resort of *Tai-won-kun*, who had the baths repaired.

Seikan (227.8 mls.; inn, Ōya) consists of Nai-Seikan (Inner Seikan) and Gai-Seikan (Outer Seikan) and has about 1,800 inhabitants. Being on the road between Gasan and Tompo, it flourishes as a commercial town. There is a market at Anjō, about 10 miles to the east of the station, and another at Tompo, about 5 miles to the west. At a distance of 10 miles to the southeast of Seikan, there is a rich gold mine known as Chiksan

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Old Seikan, a village in the rear of the station, is the site of the old post town of Seikan, and is noted as the place where the first battle was fought in the Sino-Japanese War (1894–1895). About one half mile to the northeast is a mountain called Geppō-zan, which the Chinese fortified with a field battery and defended with desperate courage. The place abounds in relics of the battle.

Chūkon-hi (a monument)—On the hill in front of the station stands a monument which was erected to the memory of the late Captain *Matsuzaki*, who fell in action. It bears a detailed record of the battle. A bird's eye view of the whole scene of the battle is obtainable from the Anjō-to. The river Anjō (2.5 mls. to the east of Seikan Station) winds through the marshy land and enters the bay of Gasan. Anjō-to is well known as the place, where in 1894, the mixed brigade under Major-General *Ōshima* forded the river, and Captain *Matsuzaki*, Lieutenant *Tokiyama*, and other brave soldiers were killed while gallantly fighting.

Chiksan Hill, about 5 miles from Seikan station, is the site of Irei Castle, which stood in the days of the *Paikche* Dynasty, and is famed as the battle field where *Kuroda Nagamasa* defeated a large force from *Ming* (China) in 1592. Alluvial gold is found abundantly in this region. ***The Chiksan Gold Mine*** about 5 miles from Chiksan hill, is owned and worked by Baron Eiichi Shibusawa and Mr. Sōichirō Asano, leading business men of Japan. Annual output, ¥1,250,000.

Gasan Bay The harbor is deep enough to afford anchorage for large ships. It is noted as the place where the Chinese troops commanded by *Yeh-tzu-chao* and *Nieh-shih-cheng* effected a landing in 1894.

Heitaku (233.6 mls.; inn, Kanō) is located on the border of Keiki and Chūsei Provinces and is the county seat of Shin-i. It is a tract of level and fertile land and yields about 2,500,000 bushels of cereals every year. Being near Gasan Bay it enjoys all the facilities of easy transportation. ***Anjō.*** about 11 miles east of the station, is the county seat, its people are engaged chiefly in the manufacture of brass articles, paper, hats, tobacco pipes, etc.

From Heitaku the railway runs north, and after passing through Seiseiri (238.9 mls.), Usan (245.1 mls.), and Beiten (250.2 mls.) reaches Suigen which is known as the First Barrier on the Sannan Highway.

Suigen 水原 (254.7 mls. from Fusan).

Arrival. Suigen is 25.8 miles from Nandaimon Station (Keijō) and is reached by rail in about a half hour (fares; 1st cl. ¥1.80; 2nd cl. ¥1.15). The station is about 2 miles from the town proper (*Jinrikisha* fare: ¥0.40). There is a motorbus service between Suigen and Risen (distance: about 31 mls.; fare: ¥3.50), and between Suigen and Rishū (distance: 41.5 mls · fare: ¥5.00), once daily from each terminal.

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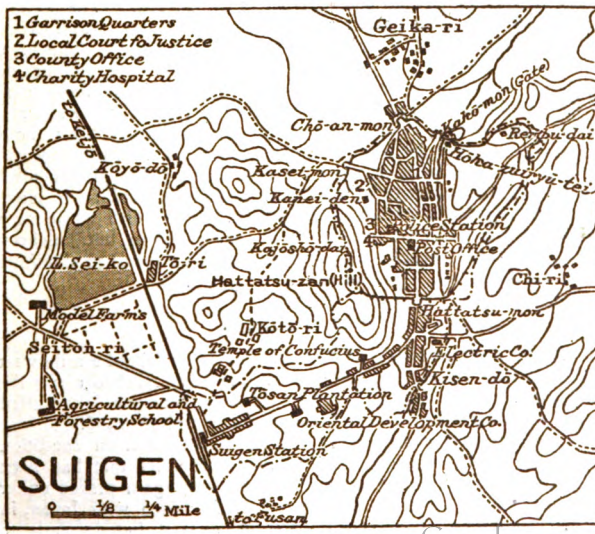
Japanese Inns: Kajō-ryokan, Yamamoto-ryokan (charges: ¥2–4).

Post and Telegraph: The Suigen Post and Telegraph Office is in the town; and there is a Post and Telegraph Office opposite the station.

Public Offices, etc.: County Office, Garrison Quarters, Model Agricultural and Industrial Station (controlled by the Government General), Special Agricultural and Forestry School, Imperial Charity Workhouse, Silkworm Egg Preparing Institute, Branch of the Local Court of Justice, Police Station, Gendarmerie Station, Charity Hospital, Credit Society, School Association, Branch of the Oriental Development Company, Tōsan Plantation (owned by the Mitsui Bussan Kaisha), Kunitake Plantation, and the Electric Company.

History of Suigen. Suigen is also known as Kajō. It was called "*Maihoe* county" in the days of *Koholi* Kingdom, "*Su-öng* county" in the days of the *Sinla* Dynasty, and the present name Suigen-fu was given to it with the rise of the *Koli* Kingdom- *Chŏng-chong* (1777–1800 A.D.) the 22nd king of *Li*, was so charmed by the fine views of Suigen that he would have transferred the capital there from Keijō, if he had not been prevented. Afterwards, Suigen was made the seat of the Keiki Provincial Government and remained as such until the incorporation of Chōsen with Japan in 1910, when Keijō became the provincial seat.

General Description. Hattatsu Hill with its abundant timber growth is to the south, and the undulating heights of the Kōkyō Mountains are seen in the northeast. The castle town (1.5 mls.



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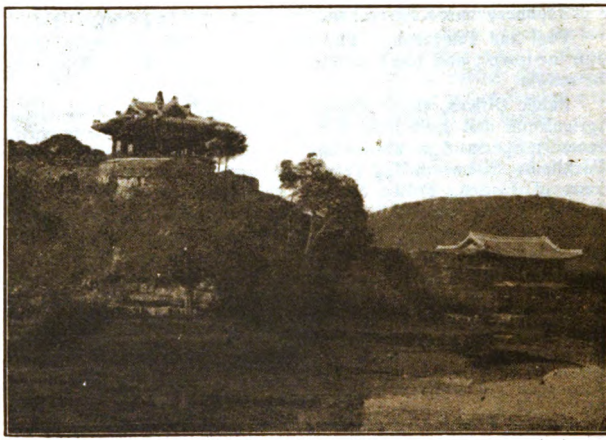

KAKŌ-MON GATE, SUIGEN.

southeast of the station), is surrounded by a massive stone wall about 20 feet in height and 2.5 miles in length. The wall is pierced by four great gateways: Sōryū (East Gate), Kasei (West Gate), Hattatsu (South Gate) and Chō-an (North Gate). The town was founded by King *Chong-chŏng*, of the *Li* Dynasty, and has no equal in the whole peninsula, except Keijō, in the impressiveness of its architecture. But, having long been neglected, the walls and towers have become weather beaten and now are mostly in a ruinous state. In and near the town there are many beautiful places worth visiting. Suigen, with its clear rivulets flowing through the town and its luxuriant growth of trees here and there combine to make it one of the prettiest places in all Chōsen. It is worth while for a tourist visiting Keijō to spend a day in seeing Suigen, but luncheon should be carried because some difficulty may be found in obtaining just what is needed. Population; about 9,600.

Places of Interest.

Model Agricultural and Industrial Station (about a mile west of the station; *Jinrikisha* fare: ¥0.25), is soon reached along the level road. This Station, situated on a picturesque lake called Seiko, was established by the Residency-General in 1906. It was afterwards handed over to the Korean Government on condition that it should be managed on the same principles that had been followed by the Japanese authorities, but was again placed under Japanese control upon the incorporation of Chōsen with Japan, in 1910. Since its establishment the station has contributed greatly to

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the advancement of agriculture and industry in Chōsen, its objects being: to make various investigations and experiments towards the improvement and development of industry; the distribution of seeds, plants, young cattle, and poultry; the improvement, production, and distribution of silkworm eggs. Attached to the Station, there is an agricultural school, an institution for sericultural experiments, and a female sericultural school. The neighborhood abounds in cherry trees, and is worth visiting in the spring.

Lake Seiko (West Lake) is about one mile west of Suigen Station. Passengers from Keijō can obtain glimpses of the lake shortly before entering the station. It has a circumference of about 3 miles and waters an extensive tract of land. In summer it is a favorite resort for rod and line fishing. On the shore there is a pavilion called Kōbi-tei (Hang-mi-tyŏng). The lake and the pavilion are said to have been named after that celebrated lake and pavilion Hsi-hu, in China.

Kakō-mon Gate; (also known as Ryūtō-kaku) is in the northeastern section of the town and is 2 miles from the railway station. It is noted for the architectural perfection of its masonry and woodwork. With the clear, sparkling river Kasen flowing below it and the thickly wooded height of Mt. Hattatsu towering behind, it presents a view of singular beauty. ***Hōka-zuiryū-tei,*** is a fine pavilion east of Kakō-mon, on the cliff where the castle wall borders the river Kasen. Below the pavilion lies a pretty pond named Ryūtō-chi, fed by the waters of the Kasen and in which many fish are seen swimming about. ***Rembu-dai*** is a hill inside the East Gate (Sōryū-mon). It is also called Tōshōdai and is the site of an old parade ground. ***Hattatsu-mon*** (South Gate) is a high gate to the south of the town. The structure is time worn, but the superior artistic skill displayed in it makes it an object of deep interest to those who wish to study Korean art. ***Kanei-den,*** is an old palace 1.5 miles from the station. At the foot of Hattatsu Hill stands a half ruined building which was formerly a royal villa and which is now the Charity Hospital of Keiki Province. Kanei-den is situated to the north of this building. The weather beaten palace and the gigantic pine trees in the garden remind the visitor of the glory of the *Li* Dynasty 200 years ago.

Hattatsu Hill, also called Nanzan (South Hill), stands to the north of the station. A thick forest of old pine trees covers the whole hill, and a castle wall runs along its ridge. Kajōshō-dai (or Seishō-dai), on the summit of the hill, commands a panoramic view of the beautiful castle town of Suigen and of the Kōkyō mountains. Half way up the hill there is a small arbor called Mirōbun-tei. A temple of *Confucius* is situated at the foot of the mountain and has in its precincts two magnificent edifices called Taisei-den and Meirin-dō respectively. ***Mt. Kōkyō*** is about 2.5 miles northeast of the station. On the hill stands the Haku-un-ji Temple, within whose enclosure are Seiren-an, Gokuraku-

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den, and several other buildings of great architectural value. ***Kwan*** (about 6 mls. southwest of the station) is situated at the eastern foot of Hattatsu hill and covers a tract of land thickly grown with old pines. Kajō Palace, built here by King *Chong-chong* of *Li* more than 120 years ago, still bears witness to its former splendor.

Leaving Suigen, the train runs north past Gumpojō (262 mls.), An-yō (265.7 mls.), and Shikō (269.8 mls.), and soon reaches a point where a branch line from the left joins the main line. The junction is Eitōho Station.

Eitō-ho (274.9 mls.) is in Kasen County, Keiki Province, and is the junction point for the Jinsen Line. Here passengers for Jinsen, coming from Fusan or intermediate stations, have to change cars. All trains for Jinsen are through trains from Keijō.

Eitō-ho is situated in a large plain south of the Kan-kō. This plain is rich in agricultural products, but in the rainy season, usually continuing from late spring to early summer, about two-thirds of it becomes inundated owing to the overflow of the Kan-kō. Population, about 2,600.

Roryōshin (276.8 mls.) is located on the south bank of the Kan-kō and is connected with Ryūzan Station on the opposite side by an iron bridge 2,000 feet long. This is the largest footbridge of the whole peninsula, and it commands a charming view of the river as it flows majestically from the east, and of the numerous craft large and small, on its waters, sailing to and from the port of Jinsen.

Ryūzan (278.6 mls.) is the starting point of the Keijō-Shingishū and the Keijō-Genzan lines, and is therefore a most important center of railway communication in Chōsen. Here passengers for Genzan have to change trains. Through trains between Fusan and Feng-tien (Mukden) pass through Ryūzan and enter Nandaimon Station, whence they return to Ryūzan and proceed north or south, as the case may be. But trains on the Keijō-Genzan and the Keijō-Shingishū Lines start from Nandaimon Station. The town is within the jurisdiction of Keijō Municipality and adjoins Keijō City proper (For a description of the town, see "Keijō" Route V).

Nandaimon (280.6 mls.) is the terminus of the Keijō-Fusan main line and passengers for Keijō (See Route V) must alight here.

SKATING ON RIVER KAN-KŌ.

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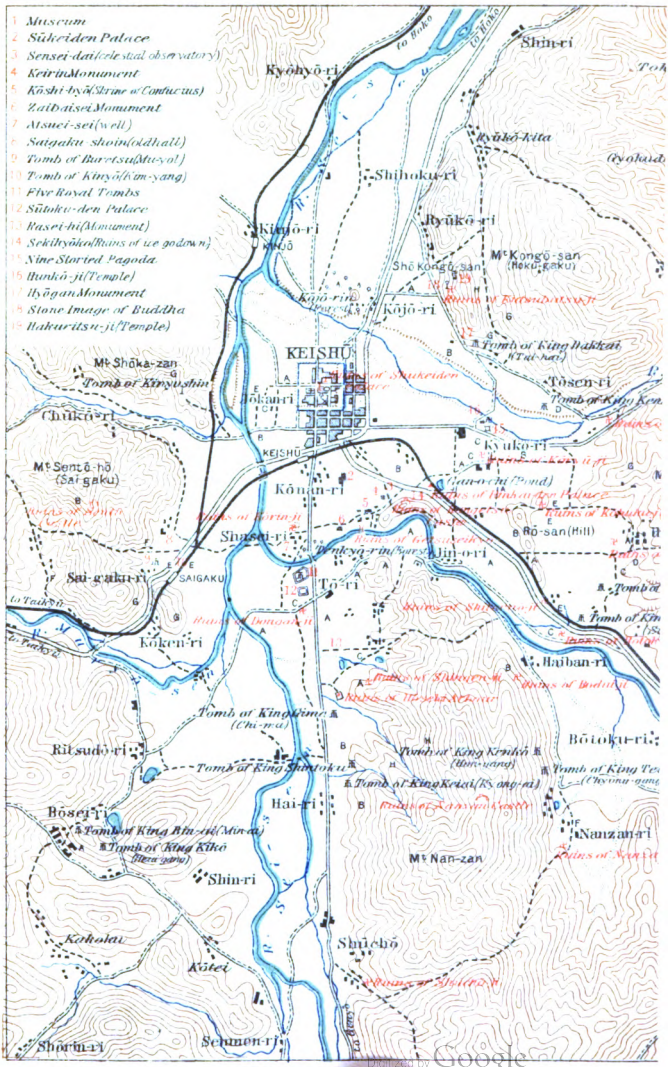
1 Museum
2 Sūkeiden Palace
3 Sensei-dai(Meteorological observatory)
4 Keirin Monument
5 Kōshi-byō(Shrine of Confucius)
6 Zai Baisei Monument
7 Aisuei-sei(well)
8 Saigaku-shoin(old hall)
9 Tomb of Bureisu(Mu-yol)
10 Tomb of Kinyō(Kim-yang)
11 Five Royal Tombs
12 Sūtoku-den Palace
13 Rasei-hi(Monument)
14 Sekiteiyōkei(Ruins of ice godown)
15 Nine Storied Pagoda
16 Bunkō-ji(Temple)
17 Hyōgan Monument
18 Stone Image of Buddha
19 Hakuritsu-ji(Temple)
Shin-ri
Kyōhyō-ri
To Heijō
To Fusan
Ryūkō-kita
Shihoku-ri
Jūkō-ri
Kinkō-ri
Kōkō
Mt Kongō-san (Hōkū-saku)
Shō Kongō-san
Kōjō-rin
Kōjō-ri
Tomb of King Hakkai (Tai-hai)
KEISHŪ
Mt Shōka-zan
Tomb of Kinyushin
Tōkō-in
Tōsen-ri
Tomb of King Ken
(Tsūkō-ri)
Kyūkō-ri
KEISHŪ
Mt Sentō-hō (Sai gaku)
Kōnan-ri
Shusei-ri
Bōkyō-rin
Jin-ri
Rō-san(Hill)
Sai-gaku-ri
SAIGAKU
To-ri
To Taikyū
Kōken-ri
Haiban-ri
Tomb of Kinoshime (Chi-ma)
Ritsudō-ri
Tomb of King Shintoku
Tomb of King Kenkō (Hien-yang)
Tomb of King Keiai (Kyong-ai)
Bōtoku-ri
Hai-ri
Bōsei-ri
Tomb of King Ritsu-rei (Min-ai)
Tomb of King Kikō (Heon-gang)
Nanzan-ri
Mt Nan-zan
Shin-ri
Kōkotai
Shūchō
Kōtei
Shōmu-ri
Schumon-ji
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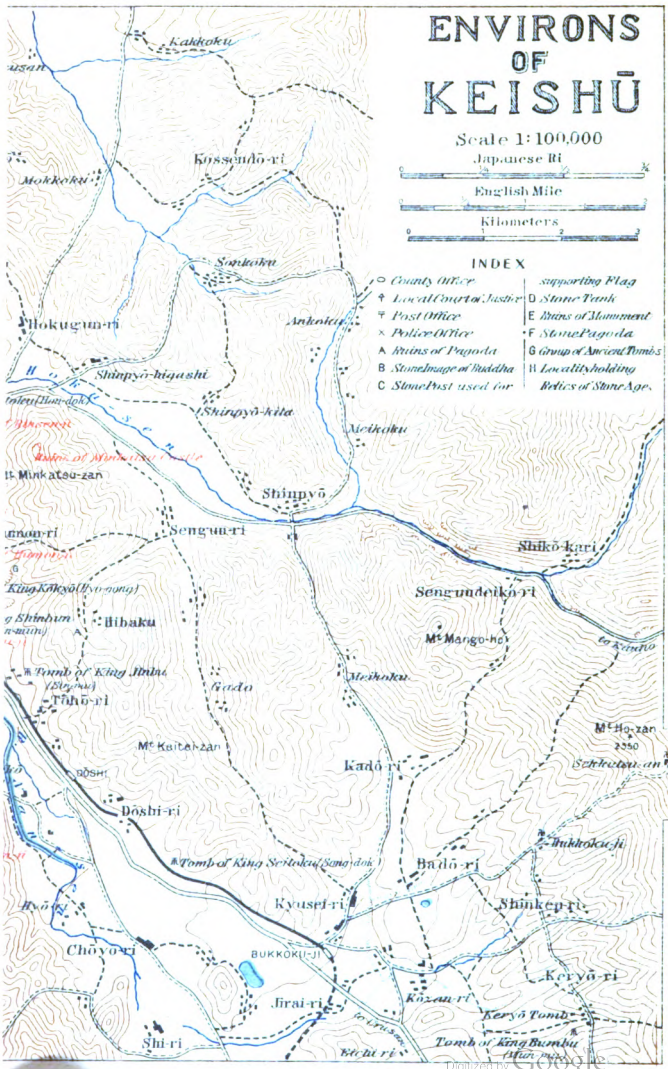

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Route III. Keishū 慶州 and Environs

Arrival. Keishū, the capital of ancient *Sinla*, lies 43 miles east of Taikyū on the Keijō-Fusan line. It is an interesting city, with many historical relics. The town may be reached either by railway or motorbus.

By Chōsen Light Railway. In the Taikyū Station the traveler should take the train for Hokō, and go as far as Saigaku (41.8 mls. from Taikyū) where he should change for the Bukkoku-ji branch line. The next stop Keishū, 43 miles from Taikyū, is reached in about 5½ hours. Four trains run daily, (fare: 1st cl. ¥2.58; 2nd cl. ¥1.72).

By Motorbus. A motorbus starts twice a day from Taikyū Station, reaching Keishū in 3½ hours, (fare: ¥5.00).

Jinrikisha are available for visiting the places of interest, both in Keishū and its neighborhood, the charges being about ¥3.00 for half a day and ¥5.00 for the whole day.

Inns. All the inns are situated in the town: Shibata-ryokan, Asahi-ryokan, Keishū-ryokan. (charges: ¥2.00–5.00 per day). As there is no European hotel, the tourist may find it desirable to carry provisions with him.

General Description of Keishū (Kyŏng-ju).

Keishū is situated on the east bank of the Sei-sen River. It was here that *Hyok-ko-soi*, the founder of *Sinla* having subjugated the six tribes of the neighboring country established his capital about 2,000 years ago. The dynasty started by him lasted for 1,000 years. ***The Keishū Castle*** was built in later years; its walls, about 800 yards, will give tourists an idea of its original proportions. The town itself extends outside the walls on the southeast. It has a population of 6,400 (including 550 Japanese), and contains a County Office, a Post Office, etc. Keishū resembles Nara, the old capital of Japan, both in scenery and topography. To the north of the town is the river Hoku-sen, to the south, the river Bun-sen, with Mt. *Nan-zan* rising beyond (1,650 ft. above sea level), while to the east are mountains and valleys. Features of Keishū and surrounding country are huge mounds, which are really old tombs. Within 4 or 5 miles of the town, there are various scenes and ruins of historical interest recalling the days of *Sinla*. The ruins, while showing the influence of Chinese architecture of the *Han*, *Wei*, *Sui*, or *Tang*, Dynasties, as the case may be, represent also native characteristics of those periods, and are worthy of attention. The relics in the ruins of the palaces, castles and Buddhist temples are particularly interesting. A number of old utensile and tiles excavated from ruins are exhibited in the Keishū Museum, and are noteworthy on account of the geographical range of the collection.

How to See Keishū Environs.

(By a *Jinrikisha* or a carriage).

(A) Program for Two Half Days.

1st Half Day—Afternoon of day of arrival: Atsu-ei-sei (well); Go-ryō (five royal tombs); Rasei (well); Hōseki-tei (site of arbor); Keirin (grove); Sen-sei-dai

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(old observatory); Hangetsu-jō (ruins of castle); Sekihyō-ko (ice-repository); Ganōchi (pond); Shiten-ō-ji (ruins of temple); Funkō-ji (nine storied pagoda); Kōryū-ji (ruins of temple); Hyōgan-hi (monument); Hakuritsu-ji (temple); Shimen-sekibutsu (images of Buddha).

2nd Half Day—Morning of day of departure: Keishū Museum; Shūkei-den (ruins of hall); Buretsu-ō-ryō (tomb); Kinyō-bo (tomb); Saigaku-shoin (old hall); Kin-yu-shin (tomb).

(B) Program for Three Days.

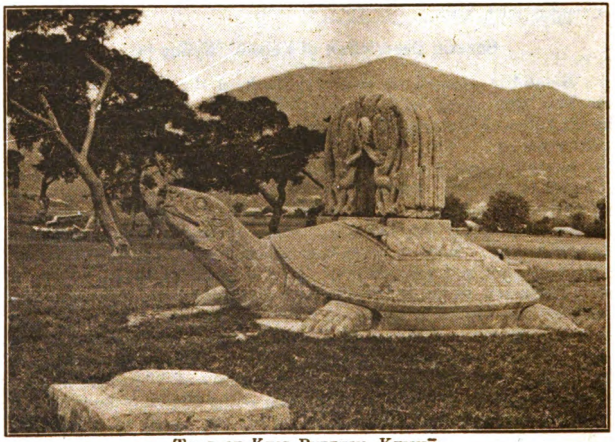
1st Half Day—Same as the afternoon in Program A.

Full Day—Shōtoku-ō-ryō (tomb); Bukkoku-ji (temple) reached by light railway or jinrikisha; Yei-chi (pond); Sekkutsu-an (cave temple); Ke-ryō (tomb)—then return to Keishū.

2nd Half Day—Same as the morning in Program A.

(C) Program for Four Days.

A day is added to Program B. Gyokusan-shōja (temple); Gyokusan-shoin (hall); Jōkei-ji (temple) and Jūsan-jū seki-tō (thirteen storied stone pagoda); Kōtoku-ō-ryō (tomb)—then back to Keishū.



Tomb of King Buretsu, Keishū.

Keishū Museum, established to preserve the relics of *Sinla*, is situated within the town walls. Among the exhibits are images of Buddha, a big bell which formerly hung in the Hōtoku-ji Temple, old plate and ornamental tiles, urns, flower vases, chalices, and various other objects of art found in the ruins or on the sites of old temples and castles, as the Kōryū-ji, Kōrin-ji, Funkō-ji, Shiten-ōji, Hangetsu-jō, etc. The museum is open to the public.

Big Bell of the Hōtoku-ji (*Pong-tok-sa*), now in front of the Keishū Museum, was cast in 771 A.D. (6th year of *Hŏi-kong*, King of *Sinla*). It is the largest bell in Chōsen, the inside diameter at the lip being 7.5 feet and the thickness of the sound-bow being 8

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inches. According to the inscriptions on the bell, King *Kyung tok* planned the construction of the bell from 120,000 pounds of copper, in memory of his father, but died before he could carry out his plan. King *Hŏi-kong*, his son, took up and finished the work in obedience to the wishes of his father. The bell which has an eight-pointed lip, is very artistic in form. The upper and lower parts are decorated with arabesques, and the middle part with figures of "heavenly beings," all in bas-relief. The decorations resemble those of the Nara period in Old Japan, a comparison heightened by their grace and force.

Tomb of King Buretsu or *Tŏijong-muyŏl* is in Saigaku-ri at the foot of Sentō-zan—about 2 miles southeast of Keishū and half a mile from Sai-gaku Station. Of interest to travelers from Taikyū is the tomb by the road-side, on the left, a short distance from Keishū, dating about 1,250 years ago. The mound measures 340 feet in circumference and 40 feet in height, its vertical section approximating a semi-circle. About 35 yards to the north of the touch a monument formerly stood. Of this monument there now remains only the base and the cap stone. The base is in the shape of a large tortoise, 11 feet long and 8.4 feet wide, across its back. It bears elaborate carvings on the head, neck, back, and feet. The capstone measures 3.5 feet long and 1 foot wide. On the capstone are carved the coiled figures of six dragons, with the hind-legs turned up to hold a jewel. The front of this capstone bears an inscription, which interpreted reads: "Tomb of Great King *Tai-jong Mu-yŏl*." The method of carving and the style of inscription resemble in force and grace those of the Nara period in Japan. The tomb is a unique specimen of Chinese art of the *Tang* Dynasty.

King Tăi-jong Mu-yŏl (654–660 A.D.), of the *Kim* Family, was a very powerful sovereign who, in alliance with China, then under the *Tang* Dynasty, overthrew the *Paikche* Kingdom and paved the way for the final unification of Chōsen. He introduced Chinese civilization into Chōsen, and the *Sinla* Kingdom at this period reached its highest prosperity.

Tomb of Kinyō or *Kim-yang*, lies on the other side of the Keishū-kaidō (highway), and a short distance to the east of the Tomb of King *Tai-jong Mu-yŏl*. Of the *Kim-yang* monument, only the base remains. In comparison with the *Tai-jong* monument, it is inferior in workmanship, and smaller in size. The tomb was built in memory of *Kim-yang*, who rendered a great service to King *Sin-mu* of *Sinla*.

Saigaku-shoin or *So-ak-ao-uon*, an old hall standing a little to the west of Saigaku Station, is sacred to the memory of the Three Sages of *Sinla*. The original hall, built in 1561 A.D. (in the 16th year of King *Myong-chong*, 13th ruler of the *Li* Dynasty), was burned down, and the present hall was constructed in its place.

Atsuei-sei Well or *Yong-yong-jon* is reached after a trip of about a mile from Keishū, along the highway to Genyō, west of the

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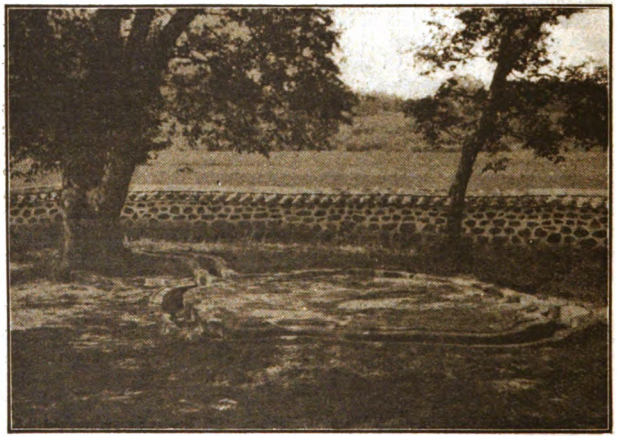
bridge which spans the Nan-sen. A well marks the place where, according to tradition, *Yong-yong*, consort of King *Hyok-ko-sŏi*, the founder of the *Sinla* Kingdom, made her appearance. To the north of this place are the remains of the Kōrin-ji temple.

Goryō or Five Royal Tombs. Going south from Keishū by the Genyō highway, and crossing the Nan-sen, we come to the five Royal Tombs, on the right of the road. The grounds are extensive, comprising about 20 acres, with numerous pine trees. The mounds, five in all, are surrounded by an earth wall, about 3 feet high. The place is charmingly quiet. The two largest monuments, at the south end of the enclosure are in memory of King *Hyok-ko-soi*, the founder of the *Sinla* Kingdom, and of *Yong-yong-pi*, his consort. The other three mark the graves of *Nam-hai*, the second king of *Sinla;* of *Yuli*, the third king and of *Pa-sa*, the fourth king. In the neighborhood are the sites of the Sutoku-den and the Dongan-ji.



SITE OF HŌSEKI-TEI ARBOR, KEISHŪ.

Rasei-hi Monument or *Na-jon-bi*. Half a mile southeast of the Royal Tombs, on a low hill is the *Na-jong* Monument nestling among the pine trees. It is a roofed monument on the right side of the road and bears an account of the birth of *Hyok-ko-soi*, the founder of *Sinla*. Before the time of *Hyok-ko-soi*, this section was known as *Yon-chon-yang-chon* village. The hills behind are known to have been the scene of many a battle in ancient times, with the native tribes defending them as various stone weapons have been discovered there.

Hōseki-tei or *Po-sok-chong*, in the village of Hōsekiri, half a mile south of Rasei, is the site of a royal arbor. The shell shaped

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foundation stones which still remain bear the suggestion of the artificial pond and twisted streams which existed here in the old days. With this place is associated a sorrowful tale, for it was here that King *Kyung-ai* (925-927 A.D.), while feasting with his consort, and ignorant of the approach of his enemy, met his doom.

Keirin or *Kye-rim* otherwise known as Shirin, a grove held in high reverence on account of its sacred association, is situated in the Ko-ri hamlet, over a mile southeast of Keishū. It is a grove of old *celtis sineusis* and *Zelkoba acuminata*, and charms the sense with its extreme tranquility. Tradition avers that one night in August in the 9th year of King *Tal-hai* (66 A.D.), a cock was heard crowing in a forest, west of the palace. *Ho-kong* (Ko-kō), a minister of the King, was sent to the forest, and found a small golden box hanging on a tree and underneath it a white cock, crowing. The box was brought to the king who opened it and found therein a child of striking appearance, and the King knew that Heaven had granted him an heir. He named him *Kim-yan-chi*, and brought him up as his own child. *Mal-chu*, a descendant of *Kim* in the seventh generation, became the thirteenth King of *Sinla*. In the middle of the grove is a stone tablet on which is inscribed the story of *Kim-yan-chi*. From this tale originated the name of *Kye-rim*, or Forest of the Cock, given first to the grave and later to the country itself.

King Tal-hai and Ho-kong. King *Tal-hai* was an able ruler who restored the power of *Sinla*. He was a Japanese, of the *Seki* family at *Tamana*, in Hizen Province (then called *Tahana*, Chikushi Province). He came over to *Kin-kan-koku*, settled at *A-chin-jo*, in Keishū County, and married a daughter of King *Nam-hai* of *Sinla*. The King died while *Tal-hai* was govering the country as minister, and his son, Prince *Yu-li*, ascended the throne. *Tal-hai* served his new lord with fidelity, and finally succeeded him as the ruler of *Sinla*. *Tal-hai* appointed *Ho-kong*, a Japanese, his minister and re-named the country, *Kye-rim* (Forest of the Cock). Under his rule the power of *Sinla* steadily increased, in spite of the repeated attacks from *Paikche*.

Senseidai or *Chom-song-dai* is situated a little distance north of Keirin, and about a mile southeast of Keishū. It is an astronomical observatory built in the reign of Queen *Sŭn-tok* (635 A.D.), the 27th sovereign of *Sinla*, and is a cylindrical structure erected upon a double stone foundation. It is conical in shape with a circumference at the bottom of 17 feet, and is over 27 feet high. Granite blocks, skilfully piled up, form the structure in the middle of which is a square opening facing the south, large enough to admit a man, and on the top of which is a stone platform. It is probably the oldest observatory in the Orient, dating back thirteen centuries, and though certainly time worn, it has preserved its original shape.

The Site of Hangetsu-jō Castle or *Pan-uŏl-song*, is supposed to be on the right bank of the river Bun-sen, a short distance southeast of the observatory. The castle, built in the 22nd year of King *Pa-sa* (92 A.D.), was occupied by the royal family for many generations. A long undulating wall, 30 to 60 feet in height, encircles about 74 acres of flat ground believed to be the site of the

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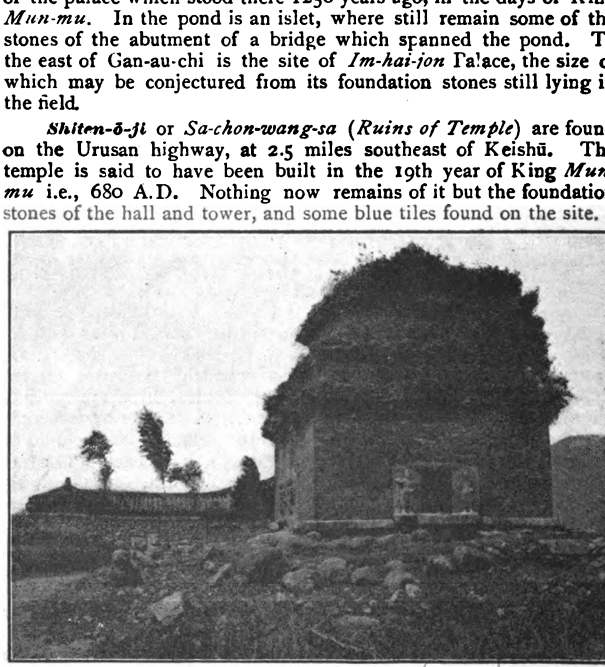
castle building. To sustain this theory is the fact that this ground is a little higher than the adjoining fields, and that old tiles and broken foundation stones are often found thereon.

Sekihyōko or *Sok-ping-go* (Ruins of ice-storage plant), found inside the earth wall of *Pan-uol-song* castle indicate that it was built granite, and had a vaulted roof. The ice was stored in a cavity covered with earth. According to the inscription on the lintel stone, the structure was rebuilt about 170 years ago; but in all probability, the original building was constructed 500 A.D., during the reign of King *Chi-chung*, the 22nd ruler of *Sinla*. It is interesting to note that the first ice-storage plant in Japan was built even earlier than this, i.e., in 374 A.D.

Gan-au-chi or *An-ab-ji* is a pond in the old palace garden, about half a mile northeast of the site of Hangetsu-jō Castle. Used now as a reservoir for the irrigation of rice-fields, it bears little resemblance to its former beauty. It serves, however, to indicate the site of the palace which stood there 1250 years ago, in the days of King *Mun-mu*. In the pond is an islet, where still remain some of the stones of the abutment of a bridge which spanned the pond. To the east of Gan-au-chi is the site of *Im-hai-jon* Palace, the size of which may be conjectured from its foundation stones still lying in the field.

Shiten-ō-ji or *Sa-chon-wang-sa* (*Ruins of Temple*) are found on the Urusan highway, at 2.5 miles southeast of Keishū. The temple is said to have been built in the 19th year of King *Mun-mu* i.e., 680 A.D. Nothing now remains of it but the foundation stones of the hall and tower, and some blue tiles found on the site.



NINE-STORIED PAGODA, KEISHŪ.

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Funkō-ji or ***Pun-hoang-sa Temple & Nine-storied Pagoda.*** The Funkō-ji is situated on the Kampo highway, 1.3 miles east of Keishū. The temple was constructed in 634 A.D., in the third year of Queen *Sŭn-tok* the 27th sovereign of *Sinla*. It was one of the two great temples of *Sinla* (the other being the Kō-ryū-ji or *Hoang-lyong-sa*); but only one of the buildings, the Fukō-den, now remains. Like the Sensei-dai (Observatory), the pagoda at the gate is one of the oldest structures of *Sinla*. As indicated by the name it was originally a nine-storied tower, but only the three lower stories now remain, the others having been destroyed by the elements or removed by a priest who wished to have them repaired. The pagoda is of andesite and on each of its four sides are carved two figures of *Vajrapani*. These figures show great virility, and are valuable specimens of the carvings of the period On the ground, near the pagoda, are four stone figures of lions, instinct with life and character, which are as old as the pagoda itself.

Kōryū-ji Temple or *Hoang-lyong-sa* (Ruins) was situated a little to the south of the Funkō-ji Temple, in what are now highly cultivated fields. The temple was originally erected as a palace in 553 A.D., the 14th year of King *Chin-heung* of *Sinla*. Tradition avers that after its completion a yellow dragon appeared, whereupon the King had the building turned into a temple, giving it the name of *Hoang-lyong-sa* (Kōryū-ji). Only the foundation stones now remain. The ruins of a pagoda which are to be seen on this site are presumably the remains of the Nine-storied Pagoda of the Kōryū-ji, one of the three "treasures" of *Sinla* in ancient days.

Minkatsu-zan Castle or *Myong-hoal-sŏng* now in ruins, is situated on the top of Minkatsu-zan, a hill east of the Funkō-ji Temple. The remains of the walls, about 2,800 yards long, tell something of the stronghold which stood there about 2,000 years ago.

Hyōgan-hi or *Pyo-an-bi*, is a monument in Tōsenri, a village about 1.5 miles northeast of Keishū. Here, *Li-kal-p'yong*, the ancestor of the *Li* Family, is said to have descended from heaven. On the cliff stands a roofed monument on which a detailed story of his mysterious descent is inscribed. To the east, not far from the monument, is a tomb erected in memory of King *Tal-hai*.

Hakuritsu-ji or *Paing-nyul-sa*, is a temple situated halfway up Shō-kongō-zan (Minor Diamond Mountain), over 2 miles north east of Keishū. The temple was built by King *Sin-mun* of *Sinla*, in 678 A.D.; but a greater part of the structure was burnt down during the war of 1592. In the Daiyū-den (nave) which still remains, there is a fine bronze statue of *Bhaisajyaguru*. It is more than 7 feet in height, and resembles the art of the Nara period of Japan, both in the treatment of the face and in the style of the costume. Next to the Daiyū-den is the Hōsei-rō Prayer-hall erected on the side of the cliff. From the railway the visitor can command

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a view of a wide tract of land including the town of Keishū situated in beautiful surroundings, while below him is a precipice of rugged rocks all of which furnishes a scene of appealing charm.

Kutsu-butsu or ***Kul-bul*** (excavated stone images) are below the Hakuritsu-ji monastery. The images, three in number and known as Shimen-seki-butsu, are all that is left of the Kul-bul Temple which once stood here. The principal image, carved on a large natural stone, is probably a *Bhaisajyaguru*, while the smaller figures standing beside it are the attendant Buddhas. The carvings are extremely well executed, and are not unlike those of the Nara period, the folds of the cassocks, especially, displaying much virile grace.

Tomb of Kim-yu-sin, found on the side of Shōka-zan, a hill more than a mile west of Keishū, is sacred to the memory of Kim-yu-sin, who served King *T'öijong-muyöl* and King *Mun-mu*, and assisted them in the consolidation of *Sinla*. The tomb is surrounded by twelve stones carved in bas-relief and representing the signs of the Zodiac. The skill here displayed is equal to that on other royal tombs.

Bukkoku-ji 佛國寺 & Sekkutsu-an 石窟庵

Keishū to the Bukkoku-ji Temple. Travelers desiring to visit the Bukkoku-ji Temple and the Sekkutsu-an (cave temple), the best sights of Keishū and environs, may either take the light railway at Keishū Station for Bukkoku-ji (distance 8 mls.; fares, special single ticket, 54 *sen*), where they leave the car and walk about a mile to the temple; or go the whole way by *jinrikisha* (¥5 for round trip). Even those who take a *jinrikisha* have to alight at the foot of a steep hill a few hundred yards from the temple. Those who desire to visit the tomb of King *Sung-tok* on the way should leave the car at Dōshi Station, 5.7 miles from Keishū. The mountain path from Bukkoku-ji to the Sekkutsu-an is only 1.5 miles long, but steep and difficult; and travelers are advised to wear light garments, carry canes and provide themselves with luncheon.

Bukkoku-ji or *Pul-kok-sa* Temple situated in Badō at the foot of Togan-zan Hill, may be reached by *jinrikisha*, excepting, as was said above, the last part of the way. In front of the building is the Toku-anraku-an, a villa owned by Mr. Yamanaka, who is noted for his kind assistance to tourists. The temple, erected in 513 A.D., during the reign of King *Pop-hung* of *Sinla*, is similar, in the arrangement of the building to the Japanese temples of the Nara Period, and is a magnificent specimen of ancient architecture. The buildings which still stand, are the Daiyū-den, Musetsu-den, Ishiku-den, the Shika-mon gate, and a portion of a corridor. During the war of 1592, the upper portions of the structures were greatly damaged by fire but were later restored. However, the lower portions of the buildings constructed of incombustible material, escaped destruction, and remain to testify to the magnificence of the original temple. The bronze image of Buddha *Vairociana*, the Tahō-tō and Shaka-tō (two pagodas), the Sei-un-kyō and Haku-un-kyō (stone bridges) are of the highest workmanship, forming valuable examples of Oriental Art. The ruined state of the temple caused the Government General

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recently to dispatch experts who made repairs necessary for its preservation.

Daiyū-den, the principal nave standing in the center of the compound, in the position originally occupied by the Kondō (hall), is an octagonal building (each side measuring 30 ft.) resting upon a stone foundation. It is crowned with a jerkin-head roof lined with a coffered ceiling. In design and decoration, the present structure, which is of a later date, cannot be compared with the original hall, but it is probable that the new building followed the old one in point of dimensions. The arrangement of foundation stones, etc., agrees with that which prevailed in the Nara Period of Japan.

Bronze Image of Buddha Vairocana, within the nave, possesses features which are at once graceful and energetic, a body well proportioned and a costume natural in execution with curves expressive of freedom and force. The image resembles the works of the Nara Period, individualized by its own characteristics.

BUKKOKU-JI TEMPLE, KEISHŪ.

Tahō-tō Pagoda. In front of the nave, is a stone lantern of graceful shape, also regarded as a good specimen of the stone lanterns of the Nara Period. Farther away from the nave are two pagodas, the one on the left behind the Tahō-tō.

The Pagoda, consisting of a block of granite, stands on a square base, 7.5 feet high, each side measuring over 13 feet. It is a four storied structure with a total height of about 30 feet. The base, which forms the first story, has a flight of ten steps on each of the four sides. With the exception of the square base, the pagoda is octagonal in shape and is surrounded by balustrades. It bears many and various artistic designs, more or less similar to the designs of the

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Fujiwara as well as the Nara Period of Japan.

The whole pagoda is a magnificent structure. Its parts are rich in decoration of the highest workmanship and noticeably harmonize with the whole. An extraordinary architectural skill is displayed, for the structure, built of granite, appears as light as if it were made of wood. ***Stone Lions.*** At the four corners of the base of the pagoda, are stone lions, with faces slightly upturned and with protruding breasts. They bear almost an exact resemblance to the stone lions of the south gate in the Tōdai-ji Temple at Nara, the work of Chinese artists, and for this reason they form valuable specimens for students of the art of the *Tang* Period (China).

BUDDHA IMAGE, CAVE TEMPLE, KEISHŪ.

Shaka-tō or ***Mu-ei-tō*** is a pagoda standing opposite Tahō-tō. The pagoda is a three-storied structure, including the base on which it stands. Compared with the Tahō-tō Pagoda, it is simpler in design, but more sweeping in workmanship and gives a more refined impression. The two pagodas make an extremely interesting comparison.

Sei-un-kyō and Haku-un-kyō Bridges. The Sika-mon Gate, which is near the two pagodas, is situated on raised ground. To reach the gate one has to ascend two flights of stone steps. The upper flight is called the Sei-un-kyō and the lower the Haku-un-kyō. The latter has a cavity underneath, so that when looked at from the side, it has the appearance of an arch-bridge. Like the Shichihō-kyō and Renge-kyō Bridge in front of the gate of the Ishiku-den, these two excite the curiosity of the lovers of art and antiquity, on account of the quaintness of their structure.

* * * * * * *

Ei-chi, is a pond situated 2.5 miles southeast of the Bukkoku-ji Temple. While the Bukkoku-ji was being built so the tradition

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runs, the wife of a Chinese mason came over from China, to see her husband, who was working on the temple. But she was denied admittance as the temple was closed to women. So she came, day after day, to this pond to console herself by looking at the reflection on the water of the Temple where her husband was working. She repeated her visits daily to the pond, until finally she died of grief.

Sekkutsu-an or *Tsi-kul-am* (cave temple) is situated 1.5 mile northeast of the Bukkoku-ji Temple, and halfway up the eastern side of Hō-zan, a mountain 2,550 feet above sea level. The path up the mountain is steep and difficult but benches are provided at intervals for the benefit of travelers. At the top of Hō-zan, there is a fine view of hills stretching far and wide; also the woods of the Bukkoku-ji Temple, and farther away, clusters of dwellings near the Bukkoku-ji Station. From the eastern side of the mountain, the blue water off Urusan in the distance beyond ridges of undulating hills can be seen.

The cave temple is entirely of granite, with an arched roof. On both sides of the entrance stands statues of Four *Deva* Kings and Two *Vajrapani* (Guardian Deities); while on the four walls are low relief images of eleven-faced Kwannon (Goddess of Mercy), the ten Great Desciples of Buddha, *Sacradevendra* and *Brahmen*, thirty six in all. In the middle on a pedestal shaped like a lotus flower, 10.1 feet high, is a statue of Buddha in a sitting posture, and in the niches in the walls are miniature images of Buddha. These statues and carvings, showing a great variety of form and workmanship, are creations of the highest skill and occupy the first place among the relics of *Sinla*. The Sekkutsu-an of Chōsen, with similar cave temples of Yün-kang (Chili, China) and Lung-men (Honan, China), furnish the most valuable material for the study of old Oriental Art.

Ke-ryō Tomb or *Kai-leung*, said to be sacred to the memory of King *Mun-mu* of *Sinla*, is in the village of Keryō, a few hundred yards east of Bukkoku-ji Station. The tomb is on a small hill, which is covered with old trees and in its tranquil seclusion seems eminently fitted to be the last resting place of a King. Within the grounds is a tombstone, two stone figures (one representing a mandarin, the other a warrior), and four stone lions; all enclosed within a stone fence on which are carved the twelve signs of the Zodiac. It is doubtful whether Keryō is really the tomb of King *Mun-mu* of *Sinla*, but in point of general design and structure, it is a perfect type of the royal tombs in the latter part of *Sinla* days, and is valuable as representing the model of royal tombs for later periods.

Tomb of King Shōtoku, situated 7 miles east of Keishū, lies in the cool interior of a pine wood, not far from Dōshi Station. In front of the tomb stand stone figures of twelve "divine warriors". The grounds are surrounded by a fence inside which, in each of the four corners is a stone lion. In the grounds there is also two stone mandarins. The stone tortoise seen, when leaving the enclosure, in the field on the left side was the base of an ancient monument.

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From Keishū to Gyokusanri.

There are two ways of reaching Gyokusanri from Keishū. The traveler may either take the Keishū-Hokō motorbus, and go as far as Ankō, or take the light railway from Keishū to Saigaku, and from there to Hokō by car. (Light railway fares: special single ticket from Keishū to Ankō, 90 *sen*.) The second station is Ankō; where the traveler must leave the car. But there are still 2.5 miles more to go before Gyokusanri is reached, and this has to be covered on foot.

Gyokusan-shōja or *Ok-san* Monastery, situated in Gyokusanri village was built in 1532 A.D. or in the 26th year of King *Chung-chong* of the *Li* Dynasty. The two buildings, Dokuraku-dō and Yōshin-an, are good specimens of the dwelling houses of four centuries ago.

Gyokusan "Halls," erected forty years later than the Gyokusan Monastery, in the 5th year of King *Syŏng-cho*, consist of a group of buildings known as Yakuraku-mon, Muhen-rō, Binkyū-sai, and An-shū-sai, with other temples and roofed monuments. In their characteristic design they furnish good examples of the *sho-in* ("halls") of three or four centuries ago.

Jūsan-jū-sekitō (thirteen-storied stone pagoda) stands on the old site of the Jō-ei-ji Temple, at the foot of a hill, north of Gyokusanri. The pagoda is built entirely of granite. It is square and with a first story of large dimensions, in height as well as in length, gives an impression of strength and solidity; while the dimensions of the higher stories get gradually smaller toward the top. Thus the whole structure appears stable and well balanced. The pagoda is a rare example of the architectural perfection attained in the *Sinla* Period.

Tomb of King Kōtoku or *Hung-tok* lies to the north of Ankō, about 5 miles east of Gyokusanri. It is on a side of a hill, facing the south. The Kōtoku Tomb shows the same plan of construction as the Keryō Tomb, though this may presumably be older than the other. They furnished models for the construction of the tombs of later periods.

ORNAMENTAL TILE UNEARTHED, KEISHŪ.

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Route IV. Taiden to Moppo.

(Konan Line and Kunsan Branch Line)

The Konan Line (161.7 mls. long) branches out from the Keijō-Fusan Line at Taiden and traversing the southern extremity of South Chūsei Province and the rich rice fields to the west of North Zenra Province, enters South Zenra Province and ends at Moppo. At Riri on the Konan Line, there is a branch line (14.3 mls. long) to Kunsan. These two branch lines constitute the coast railway of South Chōsen.

Trains. Between Taiden and Moppo two through trains of 2nd and 3rd class cars run daily. (Time required, 8½ to 10 hrs.; fares: 2nd cl. ¥7.30, 3rd cl. ¥4.05). They connect with the Kunsan Branch Line trains at Riri. Besides these there are local trains running between the more important stations, such as Taiden, Riri, Shōteiri and Moppo. The trains on these lines, however, are very poorly equipped compared with those on the Keijō-Fusan or the Keijō-Shingishū Line. They run at slower speed and are not provided with dining cars.

After leaving Taiden and running along the Keijō-Fusan Line, the train turns southwest at a point about a mile from Taiden, and passing through Kasui-in (7.5 mls.) soon reaches Tōkei.

Tōkei (16 mls.) is a small village on the Kōkei Road, but it is very lively on market days. About 1.5 miles northeast of the Station is another village called Shin-tonai. An early king of the *Li* Dynasty began to build his capital there and then abandoned the work. Some of the stones then brought over are still found there.

Keiryūkō-ji (*Kyŏi-lyong-kap-sa*) is a temple 7.5 miles from the station in the forest of Keiryū-zan (see P. 17). In this forest there are the Tōkei-ji and some other temples, but Keiryūkō-ji is the most magnificent and most charmingly situated.

Renzan (24.8 mls.). The village of Renzan is a little over a mile east of the Station, on the Kōkei Road. ***Big Iron Kettle:*** in a small park on a hill southeast of the village there is an iron kettle, 9 feet 3 inches in diameter and 3 feet 9 inches deep, and a five-storied pagoda; these are all that remain of the *Kai-tai-sa*, a temple renowned in ancient times. ***The Stone Image of Kanzeon*** (*Avalokitêsvara*) is in the enclosure of the old *Kai-tai-sa* at Tengori, 1.5 miles east of the Station. The image, which is 10 feet high, is of great artistic value, and is thought to be a production of the *Paikche* Age.

Ronzan (32 mls.) is an important center of local communications. Roads lead from it to Kōkei, Rojō, Kōshū, Onshin, Sekijō, Fuyo, etc. and a tributary of the Kin-kō flows through the town. The neighborhood produces rice in abundance and there is a rice exchange at Ronzan. Many relics of the *Paikche* Age are found in Ronzan and its vicinity. Population, 3,400. ***Public buildings:*** County Office; Branch of Chōsen Shokusan Ginkō (Colonial Bank), etc. Motorbusses run once daily between Ronzan and Kōshū (see P. 18) 21.4 miles to the north. (Fare ¥2.70; time required 1½ hrs.). ***The Great Image of Maitreya at Onshin*** (*Fun-chin tai-milok*) is situated about 2.4 miles southeast of the Station, in the

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enclosure of Kanshoku-ji at Kashi-zan village. It is a statue 90 feet high and 45 feet round the chest. It is said to have been erected by the priest *Hyŏi-myong*, and is one of the "three big sights" in the Konan District, the others being the kettle of Renzan and the Buddha images of Kin-zan-ji (see P. 43).

Fuyo (*Puyŏ*) on the left bank of the Kin-kō, is the county seat. It is about 14 miles west of the station *via* Sekijō (jinrikisha fare ¥2.50; motorbus ¥1.80). Though a small town now, it once enjoyed a high degree of prosperity as the capital of *Paikche* and like Keishū, the old capital of *Sinla*, and Kaijō, the old capital of *Koli*. Fuyo and its environs abound with historical remains, such as temples, tombs, stone images of Buddha, exposed stone-coffins, ruins of towers, and other interesting things.

History of Paikche. *Paikche* thrice removed her capital. Hemmed in as she was between the two powerful kingdoms of *Sinla* on the south and *Koli* on the north, she had to fight hard for her existence. Her first capital Hokkan-zan (Seoul) being captured by the Kolians, she was compelled to fall back upon Yūshin (present Kōshū) and in the reign of King *Sung-wang* (523–553 A.D.) the capital was again removed to Fuyo, on account of its greater strategic advantages. Fuyo remained the capital for 120 years, during which time six kings lived there, but in the reign of King *Eui-ya*, *Paikche* was finally destroyed by *Sinla* (662 A.D.).

The "Eight Sights" of Fuyo.

Heisai-tō (*Pyŏng-chŏi-tap*) is a tower in a southern suburb of Fuyo. In the 7th year of King *Mu-yol* (660 A. D.) *Kao-tsung* the Chinese emperor of the *Tang* Dynasty, sent General *Su-ting-fang* to assist *Sinla* in their attack upon *Paikche* and the tower was erected to commemorate the victory.

Fuso-zan (*Pu-so-san*), the seat of the ancient royal castle of *Paikche*, is situated a little over a mile north of Fuyo. It consists of several hills, the eastern hill being known as Gei-getsu-dai (*Yŏn-uŏl-dai*) and the western hill as Sō-getsu-dai (*Song-uŏl-dai*—350 feet high). From these hills an extensive view may be obtained of the low lying country to the southeast of Mount Keiryū, and of the winding stream of the Kin-kō, on the west.

Han-getsu-jō (*Pan-uŏl* Castle). The ruins of this old royal castle of *Paikche* still exist at Fuso-zan. The castle was built in the shape of a crescent; hence the name of Hangetsu or "half moon." The Hakuba-kō flows by the foot of the fortification.

Chō-ryū-dai (*Cho-lyong-dai*) is a strange shaped rock on the Hakuba-kō on the northern foot of Fuso-zan. The nail-marks of a dragon are said to be observable on this rock. There is a tradition that when the *Tang* general, *Su-ting-fang*, had reached the bank of the river at the head of his invading army, a great tempest arose and prevented him from proceeding. The general then ascended the rock, let down a white horse into the water and fished up a dragon. Thereupon the weather became fine and he was able to ford the river.

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Kōran-ji (*Ko-lan-sa*) a temple on the northern foot of Fuso-zan beyond Chō-ryū-dai. With the river immediately below, there is an indescribable charm of scenery in the view from the temple and from there the visitor can see all the "Eight Sights" of Fuyo.

Rakka-gan (*Nak-koa-am*), is a large rock on the bank of the Hakuba-kō, west of Kōran-ji. When King *Eui-cha* of *Paikche* was defeated by the *Tang* army, all the court ladies ascended this rock and threw themselves into the stream in groups of two or three, each in the others' arms. Hence the name of Rakka-gan (Rock of Falling Flowers).

ROYAL PAGODA, NEAR RIRI.

Jion-dai (*Cha-on-dai*) another rock of fantastic shape, is farther down the stream. It has a flat space on the top on which 10 people can sit. King *Eui cha* is said to have taken delight in sitting on this rock for hours at a time admiring the scenery.

Tensei-dai (*Chŏn-chŏng-dai*), is a hill on the right bank of the Kin-kō, 2 miles up stream Fuyo. This hill rises from the water in a perpendicular cliff, and, like many others, is flat on the top. There is a tradition that in former days when a prime minister was to be appointed, a list of the names of leading statesmen was enclosed in a casket and placed on this rock. After a time the casket was opened and the statesman against whose name some mark was left was appointed. This mark was supposed to have been made by a supernatural power.

Kōkei (38.2 mls., Japanese inns: Kinkō-Kan, Chūnan-Kan) is at the southern extremity of South Chūsei Province, on the left bank of the Kin-kō. Its neighboring country is generally flat and in its 150 square miles of area, it yields 1,250,000 bushels of cereals annually. Kōkei extends northwestward from the station and is divided by the Kōkei River into the North and South Sections. Population 7,600, 20 per cent being Japanese. ***Public Buildings:*** Police Office, Post Office, Local Court of Justice (branch), Elementary Agricultural School, Oriental Development Co. (branch), Credit Society, Chōsen Colonial Bank, Dai-ichi Ginkō (Bank, branch).

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Saiun-zan. One-third of a mile south of the station, the Kin-kō, bearing many a sail on its waters, flows west of the hill named Saiun-zan from which there is a grand view of the mountains and plains on the opposite side. ***Kōkei Park*** is on Kōkei Hill near the river, at the northern end of the town. In this pretty park there is a Daijin-gū Shrine.

Kan-etsu (45.1 mls.) is the northern most station in North Zenra Province. The surrounding district is noted for its production of rice. The old village of Kan-etsu is about 1.5 miles west of the station. ***Sūrin-ji,*** an old temple of the *Sinla* Period, at the foot of Kanra Hill, is not far from Kan-etsu. ***Yūho,*** a town on the Kin-kō, 5 miles west of the Station, is the only port of any importance between Kunsan and Kōkei.

Kwōtō (51 mls.), surrounded by the rich fields of Zenshū, has over 660 households, 20 per cent of which are Japanese. ***The Great Reservoir,*** called Yōkyō-tei, is a half mile southeast of the Station. It has been much improved by the Rin-eki Water-utilisation Society. It is about 10 miles in circumference and irrigates an area of 7,350 acres of rice field, extending over the two counties of Eki-zan and Yokkō. The ***Great Stone Pagoda*** of Miroku-ji about 5 miles east of Kwōtō Station, is a relic of the Three Kingdom Age.

Riri (55.1 mls.; Japanese inns: Meiji-ya, Asahi-ya) is at the junction of the Kunsan Branch Line. The Zenhoku Light Railway, terminating at Zenshū, starts from Riri. Up to the opening of the Chōsen Railway, Riri was an insignificant village, but now it has a population of 3,900 and such public institutions as the Ekizan County Office; Gendarmerie; Credit Society, School Association, and Primary School. Riri gives every promise of greater prosperity.

Zenshū (15.5 mls. from Riri).

The Zenhoku Light Railway connects Riri and Zenshū, five trains, starting in front of Riri Station, running daily between them. (Time required 1½ hrs. Fares: 1st cl. ¥0.96; 2nd cl. ¥0.48).

The town of Zenshū (about one mile south of the terminus of the Light Railway) formerly called *Wan-san-ju*, is in the center of North Zenra Province, and as the principal town of the Konan district it has for many years controlled the production of the great natural granary of the surrounding country. ***Public Buildings:*** Provincial Government of North Zenra Province; Local Court of Justice (branch); Garrison Quarters; Police Office; Government Charity Hospital; Products Museum; Tōa Tobacco Co. (branch); Zenhoku Light Railway Co.; Paper Mills; Chōsen Colonial Bank; Christian Church; Roman Catholic Church, with hospital and school attached.

In the fertile plain extending to the northwest, during the havest season, the golden fields wave in the wind as far as the eye can reach. It is the greatest rice producing district of the peninsula, the cultivated land totalling 171,550 acres. Roads, busy with

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traffic, radiate in all directions from Zenshū. Population 14,000, a quarter of which are Japanese. The chief products, besides rice, are bamboo wares, paper, oil, and hemp cloth.

North Zenra Province is bounded by North and South Chūsei Provinces on the north, by South Keishō Province on the east, and by North Zenra Province on the south, and faces the Yellow Sea on the west. Its northeastern part is mountainous, but the rest of the province is mostly flat, and fertile. Kunsan, in the northwestern corner, is one of the most important commercial ports on the west coast of Chōsen. It is the export channel for the rice produced in the Zenshū plain. The yearly rice production of the whole province amounts to 7,250,000 bushels. North Zenra Province has an area of 3,293 square miles, of which 632 square miles, or 404,370 acres are under cultivation. Its population is 1,118,000, or 340 people to the square mile.

The Kunsan Line.

This important branch, 14.3 miles long, starting at Riri, is the connection for Kunsan. From each terminus five trains are run daily, three of them connecting with trains on the Konan Line. (Time required; about 40 min.) **Chikyō** (8.1 mls. from Riri) is the only imtermediate station on the way.

Kunsan 群山 (69.4 mls. from Taiden).

Jinrikisha may be hired at the station. Tariff about ¥3 a day.

Japanese Inns: Taniguchi-ryokan (about 1 mile from the station); Murakami-ryokan (a half mile from the station). Charges ¥3.50–¥5.00.

General Description: Kunsan, about 12 nautical miles from the mouth of the Kin-kō, affords a harbor in the middle of the west coast of Chōsen. ***The harbor*** is not suitable for anchoring large vessels, as the difference of the water level between the ebb and flow

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of the tide is about 20 feet, and it is over 40 feet deep at high tide, yet vessels of 2,000 to 3,000 tons can freely enter or depart at any time. The mooring area is estimated at 163 acres.

Between Kunsan and other harbors on the west coast, and to Japan Proper and China, regular and irregular steamer service is operated by the Ōsaka Shōsen Kaisha and the Chōsen Yūsen Kaisha. Yen-tō, Chiku-tō, Osei-tō and other fishing centers are opposite Kunsan, while back of it extend the great plains of Zenshū and Kōkei. Consequently Kunsan's exports of rice and marine products are large trade factors. According to the latest returns the imports and exports of Kunsan amount to ¥9,270,000 a year.

The City of Kunsan is northwest of the station and extends along the Kin-kō from northwest to southeast forming an irregular quadrilateral. With the exception of the Korean streets near the station, the city is well laid out, but the buildings are small and unimposing. Rice cleaning mills are found all over the city, while along the west Kin-kō many godowns stand side by side. In the rice exporting season the city presents a scene of animated bustle. Population 11,700.

Public Offices, etc.: Municipal Office; Local Court of Justice; Branch Prison; Custom Station; Police Station; County Office; Post Office; Credit Society; Rice Examination Office; Chamber of Commerce; Agricultural School; Girls' School; Fisheries School; Primary School; Korean Children's School; School Association; Bank of Chōsen (branch); Chōsen Colonial Bank (branch); Jūhachi Ginkō (bank, branch); Chōsen Shōgyo Ginkō (bank, branch); Ōsaka Shōsen Kaisha Agency; Aquatic Products Co.; Electric Co.; Chōsen Yūsen Kaisha Agency; Amagasaki Kisen Kaisha Agency (S. S. Co.); Mitsui Bussan Co.; Fuji Kōgyō Kaisha; Kunsan Nippō Office (newspaper).

Places of Interest: ***Kunsan Park*** is on a hill about a mile east of the station and affords the visitor a bird's eye view of Kunsan, and the placid waters of the great Kin-kō, as well as the mountain range on the opposite side. Kotohira Shrine, on Kompira Hill, immediately northwest of Kunsan Park, is in the midst of the same natural beauty as the park.

River Kin-kō (*Keum-gang*) rises among the mountains which form the boundary between Keishō and Zenra Provinces. It enters North Chūsei Province from the northern part of North Zenra Province and receiving many tributaries flows northwest through the southern part of North Chūsei Province finding its way into South Chūsei Province. Then turning southwest it waters the rich southern plains of the province, and empties into the Yellow Sea. Length 250 miles; breadth at Kunsan about one mile. The chief cities and towns along its course are Fukō, Kōshū, Kigan, Kōkei, and Kunsan.

To go back to the Main Line, the station next to Riri is Fuyō (59.6 mls. from Taiden). From there the train runs through a succession of plains to Kintei.

Kintei (66.2 mls.) is in the midst of richly cultivated fields, traversed by the Tōshin-kō River. The village of Kintei is about

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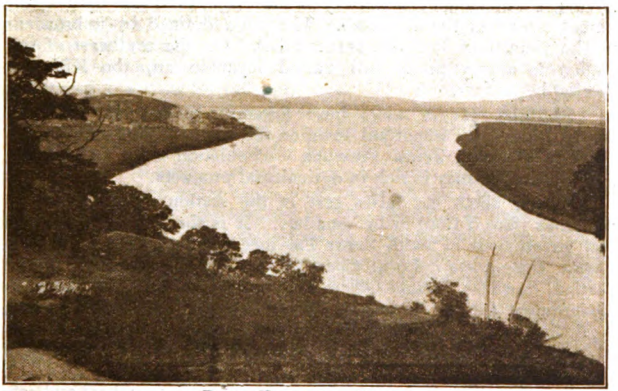
a mile southwest of the station. From Hokyō, 2.5 miles south of Kintei village, boats may be hired for Kunsan. Population over 4,000.

Public Offices, etc.: County Office; Police Station; Elementary Agricultural School; Oriental Development Co. (branch); Chōsen Colonial Bank, (branch); Ishikawa-ken Agricultural Co. (branch). ***Kinzan-ji,*** a secluded temple about 10 miles east of the station, is at the foot of Mount Bogaku. It is one of the most noted temples in the Konan district, consisting of nine great buildings, in which there are large and small images of Buddha and his disciples, numbering hundreds in all. The most impressive are the ***three images of Buddha,*** in the Miroku-den, which are 50 to 60 feet in height, almost surpassing those of Onshin in grandeur.

The next station on the line is Shintaijin (73.9 mls.) before the train reaches Seiyū.



River Kin-kō and Plain.

Seiyū (82.4 mls.) is an important market in southern North Zenra Province in close commercial touch with Fuan, Kofu, Kōtoku, Taijin, Junshō and other neighboring towns and villages. Also, it is the seat of the county office, gendarmerie, local court of justice (branch), school association, and primary schools for Japanese and Korean children. It has a population of over 3,800, 10 per cent of which are Japanese. ***Naizō-zan,*** a group of hills 7.5 miles southeast of the station, afford such rude, fantastic scenery, that they are sometimes called the Kongō of Konan. Among the hills is a stream which leaps the cliff in two water falls, one of which is 80 feet high. There are numerous temples, too. The largest of them is Naizō-ji and connected with it are the monasteries Yenjaku, Busshutsu, Roden, Jōsai, Gesshō and Rei-in.

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The plains of North Zenra Province practically end at Seiyū Station. From here on, the country is mountainous. After passing through the Rorei tunnels the train enters North Zenra Province at Shigairi (93.5 mls.) the northern most station on the line. ***Hakuyō-zan***, 6 miles east of the station, is a group of hills with deep, thickly wooded valleys; cherry blossoms and maple leaves are their chief attractions. Also the ancient temples of Hakuyō-ji and Ummon-an are located there. South of Hakuyō-zan, and to the east of Yakusui-tei village there is a mineral spring possessing various curative qualities. The next station is Shinkōri (97.9 mls.).

Chōjō (104.2 mls.). The town is situated between chains of hills about 2 miles northeast of the station. It has a county office, a gendarmerie, post-office, a credit society, a cotton-growers' guild, a sericultural school, and an isinglass-factory, among other industries.

The streamlet running down the ravines of the back hills and flowing south along the railway is the origin of the Kōryū-kō, the parent stream of the Eizan-kō. The plain drained by it broadens in the vicinity of Rinkoku (110.7 mls.). On the southeast of this station is a very pretty hill called Kyūchin-zan, the Kōryū-kō flowing by its foot.

Shōteiri (117.8 mls.; inn: Kitamura-ryokan) in the north Rashū plain is an important town on the way to Kōshū, the principal city of South Zenra Province. Population over 1,500. The surrounding country is rich in agricultural products.

Kōshū, about 8.5 miles east of the station, is accessible by motorbus (fare ¥1.20) or by omnibus. It is the seat of the provincial government of South Zenra Province. Population over 11,000. ***Public Offices, etc.:*** Local Court of Justice; Gendarmerie; Police Station, Barracks, County Office, Prison, Post Office, Army Hospital, Government Charity Hospital, School Association, Credit Society, Agricultural School, School for Korean Children; Chōsen Colonial Bank (branch), Oriental Development Co. (branch), Electric Light Co., etc.

The principal products of this province are rice, wheat and raw cotton. ***Mutō-zan***, the highest mountain (3,920 feet), in South Zenra Province, southeast of Kōshū, is said to be a haunt of tigers. Lower peaks and craggy hills cluster round it, and water falls tumble down its side. The temple Shōshin-ji at its foot was founded by *Ch'ol-kam*, a priest of *Sinla*.

South Zenra Province forms the southwestern corner of the Korean Peninsula. It borders North Zenra Province on the north, South Keishō Province on the east and faces the sea on the south and west. The coast is deeply indented, innumerable islands studding the surrounding sea. The largest of the islands is called Seishū-tō (Quelpart Island), and Chin-tō ranks next. The sea abounds in a great variety of fish. The annual value of South Zenra Province marine products amounts to ¥3,318,000. The greater part of this province is irrigated by the Eizan-kō and its fertile plains are rich in soil. Area 5,360 square miles, of which 595,300 acres or 930 square miles, are cultivated. Population 1,877,000 (350 per square mile). In rice production (7,905,000 bushels annually) it ranks second in all Chōsen.

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Rashū (126.6 mls.; Japanese inn: Fujiya), a walled city in the center of the plain of Rashū, was once the seat of the provincial government of South Zenra Province, but this government has been removed to Kōshū and the County Office alone now remains. Though the city gates, *Confucius* Shrine, the official hotels of Koreans and some other old buildings are still extant, they are in a hopeless state of disrepair and give little idea of what they once were. Rashū is sheltered by the Kinjō mountains on the west, while an extensive flat country with the Eizan-kō winding through it, spreads out on the southeast. Agricultural products are plentiful and there are many fruit gardens under cultivation by Japanese. Bamboo blinds, fans, and combs are among the staple products of Rashū. Population about 5,000. ***Public Offices, etc.;*** Local Court of Justice (branch); Sericultural Institute; Factory of Artistic Objects; Jūhachi-Ginkō (bank, branch). Rashū Station is outside the south gate of the city.

Taikō-ji, a temple consisting of six buildings, about 2 miles northwest of Rashū, stands on the side of Kinjō Hill. A grove of ancient trees and a rushing mountain stream among the rocks, form an attractive setting for the buildings. The temple is about 1,000 years old and is more or less dilapidated. ***Nan-zan Park*** is on a hill near the eastern wall, the Eizan-kō flows by its foot and a broad, low lying country stretches far beyond, ending in the uplands of Ryōshū and Kōshū. ***Unjū-ji*** temple, about 15 miles east of the station and 10 miles from Nampei stands on a rocky height in Wajun County. It was founded by *Po-cho-kuk-sa* a priest of *Sinla*, and was formerly called Senbutsu-zan (Temple with one thousand Buddha images) because of its numerous stone images. The greater part of them have disappeared but some of the remaining ones are of great artistic value.

Eisan-ho (128.7 mls.). The town is situated about a mile south of the station on the south bank of the Eisan-kō. Formerly there was a great storehouse in this town for the rice paid by the farmers of the district as a land tax, but the present prosperity of Eisan-ho is of recent date. The vicinity yields large quantities of cereals and raw cotton. The market for general goods is opened on the 5th, 10th, 15th, 20th, 25th and 30th of every month according to the lunar (old) calender. Population 1,500, 10 per cent being Japanese. In the town there is a branch of the Chōsen Colonial Bank, a gendarmerie, and other interests.

The Ruins of Kōryū-ji (*Heung-lyong-sa*) Temple are found on a small eminence opposite the station. The temple is said to have been built for *O*, queen of *Chang-hwa*, the first king of *Koli*. ***Nōsō-tei*** is on a small elevation northeast of the ferry across the Eisan-kō. The view of the mountain on the south is delightful. The steep, isolated mountain in the distance is Gesshutsu-zan, in Reigan.

From Eisan-ho the train runs along the right bank of the Eisan-kō, and, passing through Kobakuin (124.9 mls.), Kakkyō

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(139.9 mls.), Munan (146.2 mls. ferry for Reigen), Sankyō (152.9 mls.) and Ninjōri (157 mls.), arrives at Moppo, the terminus of the Konan Line.

Moppo, or Mok-ho 木浦

(16¼ mls. from Taiden).

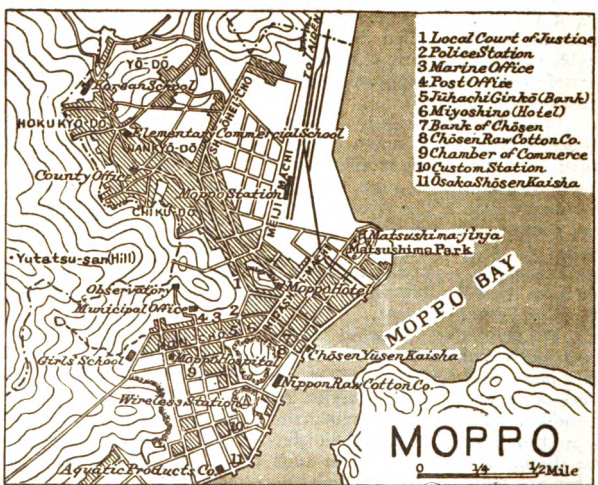
Arrival. The station is in Konan-chō at the eastern extremity of the city. **Jinrikisha tariff:** 20 *sen* to the center of Moppo; 40 *sen* to the west end.

Japanese Hotels: Miyoshino (at *Higashi-machi*); Moppo Hotel (at *Fukuyama-chō*). Charges ¥3–5.

Post and Telegraph: Moppo Post Office; Branch Office at Nankyōdō; Wireless Station.

Public Offices, etc.: Municipal Office; County Office; Custom Station; Marine Office; Police Station; Garrison; Local Court of Justice; Observatory; Model Agricultural & Industrial Station (branch); Chamber of Commerce; Cotton Field Station; Girls' School; Korean School; Elementary Commercial School; Moppo Hospital; Credit Society; Bank of Chōsen (branch); Chōsen Colonial Bank (branch); Jūhachi Ginkō (branch); Ōsaka Shōsen Kaisha (branch); Chōsen Yūsen Kaisha (branch); Nippon Raw Cotton Co.; Chōsen Raw Cotton Co.; Aquatic Products Co.; Electric Co.

History: Moppo was formerly noted as the collecting base of the region drained by the Eisan-kō, for the rice paid by the farmers as a land tax. In history, the place is known as *Moppo-chin* and it was once the seat of a naval station, the fragments of walls at *Moppo-dai* being the relics of this period.



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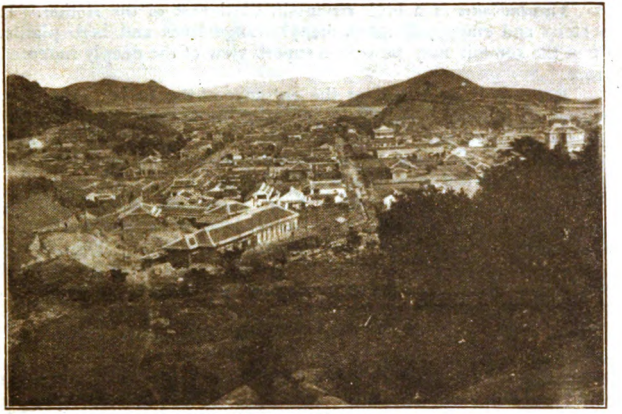

PORT OF MOPPO.

Moreover, Moppo with its environs was a theatre of war in 1592, and a monument erected in *Usui-ei* and another in Kōka-tō, an island at the entrance of Moppo Harbor, stand in memory of the victories of *Li-sun-sin*. Moppo was opened to foreign trade on October 1st, 1897.

General Description. Moppo is situated at the extremity of the Seian Promontory, on the right bank of the Eisan-kō. It is sheltered by Yutatsu-san, 753 feet high on the northwest, and protected by the Reigan Promontory on the southeast and by Kōka Island lying at the entrance ***The harbor*** is longer from east to west than from south to north. It is 18 to 25 fathoms deep at low tide, and ships of 15,000 tons may cast anchor close to the shore. ***Moppo City*** has a population of over 15,000, a third of which are Japanese. Raw cotton and rice are the chief articles of export, and in the cotton season one sees "mountain-high" heaps of raw cotton on the shore. According to the latest returns Moppo has exports and imports amounting to ¥10,360,000 a year. The city occupies the eastern half of the promontory which is roughly in the shape of a quadrilateral and adjoins the sea on the south. In the northern part of the city is the Korean quarter, and in the southern part, the Japanese section with streets regularly laid out around a hill, called Moppo-dai.

Places of Interest: ***Matsushima Park,*** on a small hill to the southeast of the station. The hill was originally an island but the process of time connected it to the main land. The whole hill is covered with pine, cherry and maple trees. On the summit is a shrine called Matsushima-jinja, which attract many visitors. *Daijin-gū* is the chief deity, and *Kotohira* and *Inari* are the subordinate deities of this shrine.

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Yutatsu-san is a high mountain northwest of the station. It is steep and craggy, and has many strange trees and herb plants. From the summit may be seen a superb view of the deeply indented shore.

Kōka-tō is an island at the entrance of the harbor forming a natural breakwater. In the war of 1592 the Korean navy kept its provisions here, and a monument in honor of *Li-sun-shin* now stands on it. The sea being smooth, at this point, and abundant with sea life, it is a favorite haunt of anglers.

Usui-ei, 21 nautical miles from Moppo, is at the southern extremity of the Kagen Promontory. It is an important naval position, facing Chin-tō Island, and commands the strait. Formerly it was a naval port, and Admiral *Li-sun-shin* used it as his base of operations. Here, too, a monument has been erected in his honor. Mount Gyokumai, about 2.5 miles from Yūsui-ei, is noted for its marble, from which the Koreans manufacture seals, writing brush cases, tea utensils, and numerous other articles.

Seishū-tō (Quelpart Island), the largest island in Chōsen, lies south of South Zenra Province. The shortest distance between the two places is 52 miles. Seishū-tō is under the jurisdiction of South Zenra Province. Eight steamers run between Moppo and Seishū-tō every month; four of them sailing around the island from east to west and four from west to east. The distance between Moppo and Sanchi, the doorway of Seishū, is about 100 nautical miles, and the voyage takes two days. The circumference of the island is 115 miles Though Seishū-tō is mainly hilly, it is comparatively well cultivated, especially in the north and east, where the farmers work on land 2,000 feet above the sea level. The principal product of the island is wheat. ***The chief towns*** are Seishū, the seat of the Island Government (with 8,000 inhabitants), Kinnei on the northern shore, Jōzan-po in the east, and Seiki-ho and Bakuhitsu in the south. The population of the island totals 206,000, of which about 1,000 are Japanese. ***Kanra-san*** is an extinct volcano over 6,500 feet high in the middle of Seishū-tō. The mountain is crowned with a thick forest of gigantic trees, and on its side is Hakuroku-tan a fascinating spot. The island was used by *Kublai-khan* as a pasture of his horses when he was invading Japan. Some of the horses were left on the island, and their descendants, known as the wild horses of Seishū, were a noted feature of the island until recent times. However, few of them are to be found now.

ORNAMENTAL TILE UNEARTHED AT KEISHŪ.

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Route V. Keijō 京城 (Seoul).

(280.6 mls. from Fusan; 311.3 mls. from Shingishū.)

Arrival. There are three **railway stations** in Keijō (Seoul); Ryūzan (Pl. C 9), Nandaimon (Pl. D 6), and Seidaimon (Pl. D 5). Nandaimon is the most important, and as it is situated in the heart of Keijō City, the traveler, unless he has business near Ryūzan, should alight at Nandaimon. The Manchuria-Chōsen through trains and the trains from Fusan or Antung passing through Keijō generally go first to Nandaimon *via* Ryūzan and then by way of Ryūzan again proceed to destinations.

Jinrikisha Tariff: From Nandaimon Station to Nandaimon 15 *sen;* Chōsen Ginkō and its neighborhood 25 *sen;* Hon-machi 30-40 *sen;* Eiraku-chō or to Shōro 40 *sen;* Keifuku-kyū (or North Palace) or to the Governor General's Office 60 *sen;* Shōtoku-kyū (or East Palace) 80 *sen.*

When engaged by the day ¥4.00, or by half day ¥2.50. On wet days, or at night, or when the road is muddy, there is an extra charge of about 20 per cent.

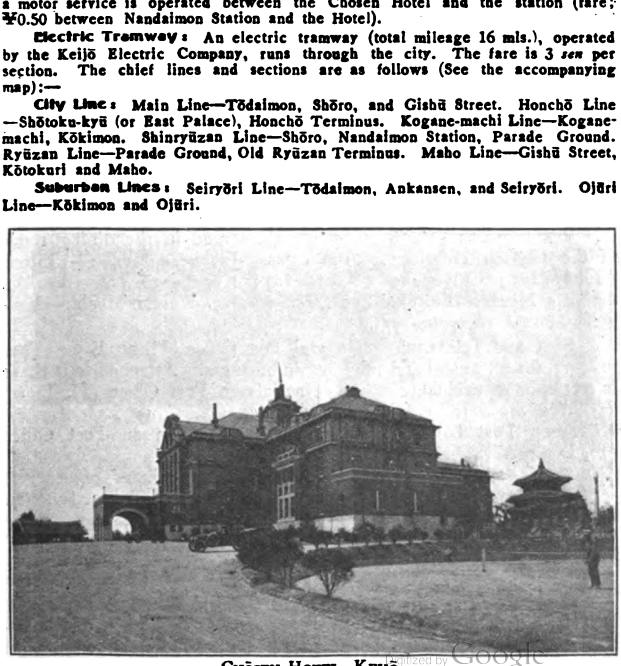
Motor Cars Charges: 1 day (8 hrs.) ¥25.00 and upward; half day (4 hrs.) ¥15.00 and upward; 1 hour ¥5.00 and upward.

For the convenience of tourists arriving or departing by the principal trains, a motor service is operated between the Chōsen Hotel and the station (fare; ¥0.50 between Nandaimon Station and the Hotel).

Electric Tramway: An electric tramway (total mileage 16 mls.), operated by the Keijō Electric Company, runs through the city. The fare is 3 *sen* per section. The chief lines and sections are as follows (See the accompanying map):—

City Line: Main Line—Tōdaimon, Shōro, and Gishū Street. Honchō Line—Shōtoku-kyū (or East Palace), Honchō Terminus. Kogane-machi Line—Kogane-machi, Kōkimon. Shinryūzan Line—Shōro, Nandaimon Station, Parade Ground. Ryūzan Line—Parade Ground, Old Ryūzan Terminus. Maho Line—Gishū Street, Kōtokuri and Maho.

Suburban Lines: Seiryōri Line—Tōdaimon, Ankansen, and Seiryōri. Ojūri Line—Kōkimon and Ojūri.



Chōsen Hotel, Keijō.

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Hotels: ***Chōsen Hotel*** (Pl. 15, E 5; *Hasegawa-chō;* Telegraphic Addr., 'Choho' Keijō. 5 minutes from Nandaimon Station by motor car) is a three story building constructed in the European style on the site of the 'Temple of Heaven' approximately in the center of the city, and is directly controlled by the Keijō Office of the South Manchuria Railway Co. It has more than 80 rooms. There are large and small dining rooms, a reception room, drawing room, reading room, a concert hall, and a billiard room. All the rooms are provided with steam radiators, electric lights and fans. Telephones, bath rooms, barber shop, a telegraph office, toilet rooms and every other modern convenience are installed. Charges: American plan; single ¥9 and upward, double room ¥16 and upward; European plan, single room ¥3 and upward, double room ¥5 and upward. *Meals;* breakfast ¥1.75, luncheon ¥2.50, dinner ¥3. Special terms are made for a prolonged stay.

Japan Tourist Bureau maintains an Inquiry office in the Hotel where tourists may obtain needed information or assistance, or hire an English speaking Korean guide. In the garden still stands the main part of the ancient 'Temple of Heaven.'

Family Hotel: (Telegraphic Addr., "Family," Kitayonekura-chō), is a boarding house with 8 rooms. American plan, ¥8.00 per day and upward.

Japanese Hotels: Keijō Hotel (Pl. 25, F 5, *Nanzan-chō*), Hajō-kan (*Hon-machi*), Tenshin-rō (*Nanzan-chō*). Charges: Japanese plan, ¥3.—6.; Luncheon, ¥1.50—3.00.

Cafés: Café Tiger (Pl. E 5, *Nandaimon-dōri*); Café Lion (Pl. 18, E 5; do.); Café Ebisu (*Hon-machi*).

Restaurants: European meals are served in the dining room of the Chōsen Hotel or at the cafés. Japanese Meals:—Chitose (*Asahi-chō*); Chiyomoto (*Asahi-chō*); Kagetsu-rō (*Hon-machi*). Chinese Meals:—Fukukai-ken (*Hon-machi*). Korean Meals:—Meigetsu-kan (*Kōkamon-dōri*).

Post and Telegraph: General Post Office (Pl. 20, E 5; *Hon-machi*), for all postal and telegraphic business. Attached to it there is a telephone exchange office. Nandaimon Post Office (Pl. D 6; *Furuichi-machi*); Seidaimon Post Office (Pl. C 4; *Takesoe-chō*); Kōkamon Post Office (Pl. 3, E 4; *Shōrō*); Ryūzan Post Office (Pl. D 9; *Kankō-dōri*).

Telephones: Besides the telephones in subscribers' offices and residences, public telephones have been installed all over the city. For conversation between Keijō and Ryūzan, 5 *sen* is charged (3 *sen* if both parties are subscribers). Long distance rates between Keijō and other towns:—Jinsen or Suigen, 20 *sen;* Kaijō, 30 *sen;* Heijō, 70 *sen;* Fusan, ¥1.00.

Consulates: American Consulate General (Pl. D 4; *Teidō*), Belgian Consulate General (Pl. E 5; *Asahi-machi*); British Consulate General (Pl. 5, D 4; *Teidō*); Chinese Consulate General

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(Pl. 17, E 5; *Hon-machi*); French Consulate General (Pl. C 5; near *Seidaimon* Station); Russian Consulate (Pl. D 4; *Teidō*).

History of Keijō. Keijō is also called *Han-sŏng* (meaning "Fortress on the Han") or *Han-yang*, and is known among foreigners as Seoul. It was the seat of the capital of the *Li* Dynasty for 520 years, under 28 successive kings, who went through many ups and downs of fortune. On the incorporation of Korea with the Japanese Empire on August 29th, 1910, the *Li* family remained in Keijō, retaining their princely state and receiving large annuities. On Koreans of high rank who had hitherto held important posts, peerages were conferred by the Japanese Emperor, and special privileges were accorded to them. By this act of incorporation, 12 million Koreans were freed from the bonds of caste, the tyranny of officials, and other evils of maladministration. They obtained all the rights of a free people, with the security of life and property guaranteed, and have already begun to manifest activity and progress.

General Description of Keijō.

Location, Area and Population. Keijō City is situated in 37° 35′ N. Lat. and 127° E. Long., almost in the middle of the Korean Peninsula. Numerous highways and railways have been constructed with Keijō as the center. On the north, rise Mt. Hokkan-zan and Yō-hō Hill; on the northwest stands Niō-zan; on the east, Rakuda-zan; and on the south, Nan-zan Hill; while the river Kan-kō flows along the southwestern part of the city. In geographical features Keijō closely resembles Kyōto, in Japan. The city measures 2.2 miles from east to west and about half a mile from north to south. Formerly the city was surrounded on all sides by a wall 16 to 20 feet high, 20 feet wide and about 7 miles long and pierced by 4 large stone gates and 4 small ones, but when many of the streets were reconstructed, the gates were pulled down, with the exception of Nandaimon or Sōreimon (*Sung-lyoi-mun*) and Tōdaimon or Kōjinmon (*Heung-in-mun*). As for the wall, those on the surrounding hills alone are now remaining. According to the statistics of 1918, Keijō has a population of 251,000, of whom 66,600 are Japanese, 1,800 Chinese, and 200 other foreigners. The imports and exports of Keijō total ¥33,653,100 a year.

Keijō City was the capital of the *Li* Kings for 520 years, and is now the seat of the Government General, the Provincial Government Office and all other important offices connected with administration, finance, etc. Consequently, the city is busy and prosperous. It is provided with water works, electric lights, gas and other facilities of civilization. The streets are generally 30–60 yards wide, except in the Korean quarters, north of Shōro (Bell Street), and are laid out with carriage ways and foot paths. Especially fine is Nandaimon Street, which is surfaced with asphalt. The chief streets are: Shōro Street, which leads from Tōdaimon (Great East Gate), in the Eastern part of the city, to Seidaimon (Great West Gate), dividing Keijō into two equal parts (Tōdaimon is the starting point of the Shunsen Road); Kogane-chō Street, which runs south of Shōro Street and paralled with it, and passing through Kōkimon, the gate adjoining the highway to Fusan and Taihei-dōri, intersects Nandaimon-dōri, the great street; which runs from Nandaimon

Station to Shōro Street, passes through Nandaimon Gate and the open space in front of the Post Office. Besides these, a street runs southward from Nandaimon Station to Ryūzan, and Gishū Street branches out from Shōro Street, to the road for Gishū (See P. 139) on the northwest. Most of the Koreans live north of Shōro Street around the Keifuku Palace and the Shōtoku Palace and the tombs of the Korean Kings. The houses are small and the streets are irregular. ***The Japanese quarters*** south of Shōro Street comprise the principal government and offices, offices of companies, banks, and other large buildings. Ryūzan is a section by iteslf, consisting chiefly of offices, works, and residences belonging to the army and the railway. At Ryūzan is the southern terminus of the Keijō tramway The most flourishing part of Keijō is Honmachi. Though the street is narrow, it contains large stores of all kinds and is busy all the time. In recent years the vicinity of Nandaimon has changed its appearance entirely. With its new office buildings, its banks, etc., it is now the very flower of Keijō. The quiet part west of Taihei Street is the seat of the consulates and the Tokujukyū Palace.

NANDAI-MON GATE, KEIJŌ.

Korean Markets In Keijō there are three large markets for Koreans: Nandaimon Market, Central Market (near *Fushinkaku*, the belfry at Shōro Street) and Tōdaimon Market (near Great East Gate). If the tourist visits one of these markets early in the morning, he will see hundreds of Koreans crowding the broad street, selling or buyiny fowl, fish, cereals, vegetables and other articles of daily use.

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Keiki Province is a province nearly in the middle of the Korean Peninsula, bounded by Kōkai and Kōgen Provinces on the north and east, by the two Chūsei Provinces on the south and extends to the Yellow Sea on the west. It contains Jinsen (*Chemulpo*) the second best harbor in Chōsen. The river Kan-kō rolls through the center, while the northern part is drained by the Rinshin-kō and the Reisei-kō. Consequently, Keiki Province is a fertile province which yields great quantities of agricultural products. The area is estimated at 4,986 square miles, and the population is 1,771,000, or 355 per square mile.

Public Offices: Government General Office (Pl. F 5; *Wajō-dai*); Prince *Li's* Household Department (Pl. F 3; in *Shōtoku-kyū*); Police Headquarters (Pl. F 5; *Yamato-chō*); Communications Bureau (Pl. D 4; *Kōkamon* St.); Provincial Office (Pl. 1, E 3; *Kōkamon* St.); Municipal Office (Pl. 19, E 5; *Hon-machi*); Supreme Court (Pl. 7, D 5; *Tei-dō*); Local Court of Justice (Pl. 2, E 4; *Kōhei-dō*); Army Headquarters (Pl. D 9; *Kankō* St.); Headquarters of the 19th Division (Pl. E 8; do.); Gendarmerie Headquarters (Pl. 1, E 3; *Kōkamon* St.); Keijō Prison (Pl. B 6; *Kōtoku ri*); Police Station (Pl. 19, E 5; *Hon-machi*); Keijō Observatory (Pl. F 3; *Rakuen-dō*); Branch of Custom House (Pl. D 6; *Furuichi-machi*); Branch of Civil Engineering Bureau (Pl. D 5; *Tei-dō*); Central Experimental Laboratory (Pl. H 3; *Tōsū-dō*); Head Office of the Red Cross Society (Pl. 27, F 5; *Nanzan-chō*); Printing Bureau (Pl. B 8; *Moto-machi*).

Schools: Keijō Medical College (Pl. G 3; *Renkendō*); Keijō Technical College (Pl. H 3; *Tōsū-dō*); Branch School of the Oriental Association (Pl. 29, F 5; *Yamato-chō*); Keijo Middle School (Pl. C D 4; *Seidaimon-chō*); Ryūzan Middle School (Pl. 6, D 5; *Tei-dō*); Girls' High School (Pl. 26, F 5; *Nanzan-chō*); Girls' Polytechnic School (Pl. D 5; *Nishi-Shōmon-machi*).

The following schools are for the Koreans:—Primary School (Pl. E 3; *Ka-dō*); Girls' Primary School (Pl. F 3; *Keiun-dō*); Chōsen Pharmaceutical School (*Shōro*); School for Special Study (Pl. E 4; *Kōkamon-dōri*); Zenrin Commercial School (Pl. C 7; *Aoba-chō*), Baisai Mission School (Pl. D 5; *Tei-dō*); Dōtoku Girls' School (Pl. E 3; *Kankun-dō*); Shukumei Girls' School (Pl. E 4; *Jushō-dō*).

Museums and Libraries: Government Museum (Pl. E 3; in *Keifuku-kyū*); Prince *Li's* Museum (Pl. G 3; in *Shōtoku-kyū*); Government Commercial Museum (Pl. F 5; *Eiraku-chō*); Public Library (*Aioi-chō*).

Hospitals: Government Hospital (Pl. G 3; *Renken-dō*); Railway Hospital (Pl. C 9; Near *Ryūzan* Station); Ikeda's Hospital *Nanzan-chō*); Chōsen Hospital (*Jushō-dō*); Wada's Surgery (*Meiji-machi*); Sakai's Hospital for Women (*Eiraku-chō*); Severance Hospital (maintained by an American Mission; near *Nandaimon* Station); Women's Hospital (maintained by the American Methodist Mission; at *Tōdaimon*).

Banks: Bank of Chōsen (Pl. E 5; 3 *chō-me*, *Nandaimon* St.); Branch of the Dai-ichi Ginkō (Pl. 13, E 5; 2 *chō-me*, *Hon-machi*).

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Both have connections with the Yokohama Specie Bank and its Branch Offices and Agencies in all the principal cities of the world. Chōsen Colonial Bank (Pl. 14, E 5; *Nandaimon* St.); Chōsen Commercial Bank (Pl. 10, E 4; do.); Kan-ichi Bank (Pl. E 4; do.); Kanjō Bank (Pl. E 4; do.); Keijō Bank (Pl. 28, F 5; *Hon-machi*); Branch of the Jū-hachi Ginkō (Pl. E 4; *Kogane-chō*); Branch of the Hyaku-Sanjū Ginkō (Pl. 22, E 5; 1 *chō-me, Hon-machi*). The Chamber of Commerce (Pl. 12, E 4) is on the premises of the Oriental Development Co.

Companies: Oriental Development Co. (Pl. 12, E 4; *Kogane-chō*); Keijō Office of the South Manchuria Railway Co. (Pl. C 9; near *Ryūzan* Station); Branch of the Domestic Express Co. (Pl. D 6; *Furuichi-machi*); Chōsen Yūsen Kaisha (Pl. 10, E 4; *Nandaimon* St.); Branch of Mitsui Bussan Kaisha (Pl. 9, E 4; *Kogane-chō*); Branch of Suzuki Shōten (Pl. 13, E 5; *Nandaimon* St.); Agency of Ōkura-gumi (*Yamato-chō*); Kuhara Mining Office (*Nanzan-chō*); Trade Section of the Mining Department of the South Manchuria Railway (*Nandaimon* St.); Tō-a Tobacco Co. (*Meiji-machi*); Chōsen Tobacco Co. (Pl. C 5; *Gishū* St.); Chōsen Spinning and Weaving Co. (*Eiraku-chō*); Agency of the Japan Beer Brewery Co. (*Asahi-machi*); Branch of the Japan Life Assurance Co. (Pl. 11, E 4; *Nandaimon* St.); Kyōeki-sha (Importers and Exporters; 16, E 5, do); Keijō Electric Co. (Pl. 24, F 5; *Hon-machi*); Fuji Industrial Co. (*Kogane-chō*); Branch of the Shingishū Lumber Yard (*Meiji-machi*); Standard Oil Co. (*Gishū-dōri*); Singer Sewing-machine Co. (*Shōro*), Standard Import and Export Co. (*Moto-machi*), Rondon & Co., Ltd. or *Tah-chang* (importers and exporters—*Kōhei-dō*); Vaccuum Oil Co. (*Nandaimon* St.); Tiriolo Co. or *Li-chang Yōkō*; (*Taihei-chō*); Collbran Bostwick Development Co.; Concession Minière Française (*Taiyū-dō*).

Stores, Shops, etc.: Meidi-ya (Pl. 21, E 5; *Hon-machi*); Kame-ya (Pl. 23, F 5; *Hon-machi*); Aoki-dō (Pl. 18, E 5; *Nandaimon* St.); Okamoto Branch Shop (*Meiji-chō*). (These shops deal in liquors and provisions). Mitsukoshi Store (Pl. 21, E 5; *Hon-machi*); Takashimaya Dry-goods Store (*Nanzan-chō*); Chōji-ya, custom tailor (Pl. 16, E 5; *Nandaimon* St.); Ōsaka-ya Book-store (*Hon-machi*); Nikkan Bookstore (*Hon-machi*). Nishimura Shōkai (*Kogane-chō*) and Sangoku Shōkai (*Nandaimon* St.)—both of which deal in Fushun coal. Arai Chemist Shop (*Nandaimon* St.); Tenyū-dō Chemist Shop (*Hon-machi*) Ōsawa Shōkai (dealers in bicycles, clocks, watches and cameras, *Hon-machi*); Mutsumi Shōkai (dealers in woolen goods, *Nandaimon* St.); Keinan Motor Car Co. (*Shōro*); Teikoku Basha Shōkai (Carriages, *Kankun-dō*); Kobayashi Shōten (map seller, *Hasegawa-chō*). Hincde Picture Card Shop (2, *Hon-machi*); Murakami Shashin-kan (*Hon-machi*); Keijō Shashin-kan (*Nandaimon* St.), and Kōtō Shashin-kan (3, *Kogane-chō*) are photograph studios.

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Factories: Tōa Tobacco Co. Works (Pl. G 4; *Jingi-dō*); Keijō Printing Office (*Asahi-machi*); Prince *Li's* Fine Art Works (*Taihei* St.); Investigation Office of Mineral Products (*Koryōshinri*); Gas Works of the Keijō Electric Co. (*Kankō* St.); Keijō Electric Power House (*Yamate-chō*).

Clubs, etc.: Chōsen Peers' Club (*Kogane-chō*); Keijō Club (*Minami-yonekura-chō*); Sanyū Club (*Yamato-chō*); Railway Men's Club (near *Ryūzan* Station); Kankō Pleasure Boat Club (*Moto-machi*); Kyōraku-sha Pleasure Boat Club (*Moto-machi*); Seoul Club, (under the management of foreigners, *Teidō*).

Churches and Missions: Eglise Cathédrale (Pl. F 5; *Meiji-machi*); Korean Religious Book and Tract Society (*Shōro*); Chōsen Missionary Head Office (*Seishin-dō*); Chōsen Salvation Army Headquarters (*Seidaimon-chō*); Seoul Young Men's Christian Association (*Shōro*).

Newspaper Offices: Keijō Nippō (Pl. 8, E 4; *Taihei-chō*); Chōsen Review (*Taihei-chō*); Chōsen Shimbun (*Nandaimon* St.); Nippon Telegraphic News Agency (*Taihei-chō*); Seoul Press (a daily printed in English, *Taihei-chō*); Korean Mission Field (Monthly Magazine—*Shōro*).

Theatres and Cinema Halls: Kotobuki-za (*Hon-machi*); Yūraku-kan (*Hon-machi*); Taishō-kan (*Sakurai-chō*).

How to See Keijō.

One Day's Program—Using a motor car. *Morning:*—Keifuku-kyū (or North Palace); Prince Li's Fine Art Works *Afternoon:*—Fushin-kaku (or Belfry); Pagoda Park; Shōtoku-kyū (or East Palace). Permission to visit the palace must be obtained but this is left to Hotel managers); Botanical Garden, Museum, and Zoological Garden.

Two Day's Program. 1st day,—*Morning:* Keifuku-kyū (or North Palace); Prince Li's Fine Art Works. *Afternoon:* Temple of God of War; Mim-pi's and Am-pi's tombs; Horticultural Station at Tokutō. 2nd day,—*Morning:* Nan-zan Park, Kanyō Park, Commercial Museum, etc. *Afternoon:* Belfry, Pagoda Park, Shōtoku-kyū, Botanical Garden, Museum, Zoological Garden, Central Experimental Laboratory, etc.

Three Days' Program. 1st day,—*Morning:* Keifuku-kyū, Prince Li's Fine Art Works. *Afternoon:* Shōtoku-kyū, Botanical Garden, Museum, Zoological Garden. 2nd day,—*Morning:* Belfry, Pagoda Park, Nanzan Park and Kanyō Park. *Afternoon:* Central Experimental Laboratory; Temple of God of War; Mim-pi's and Am-pi's tombs; Horticultural Station of Tokutō. 3rd day, *Morning:* Commercial Museum; Shōchū-dan (a beautiful hill); Sekiha-tei; Senken-tei (or Historical Pavilion); Dokuritsu-mon (or Independence Arch).

N. B. Tourists with sufficient time at their disposal are advised

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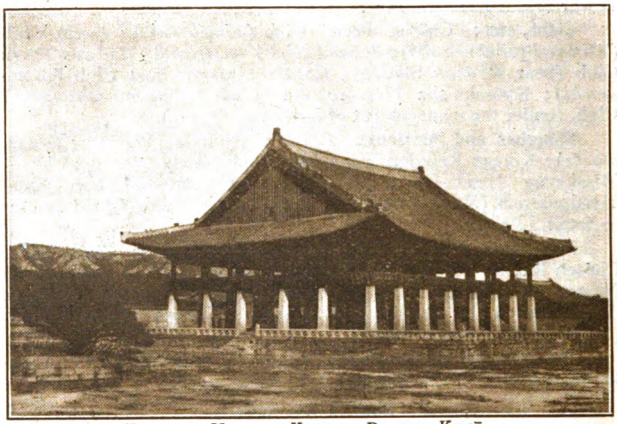
to take a day's excursion to Jinsen, Suigen or Kaijō, and a trip to Gyūji-dō (see P. 69) is also recommended in the Cherry Blossom season.



KEIKAI-RŌ HALL, IN KEIFUKU PALACE, KEIJŌ.

Places of Interest.

Nandaimon (or the Great South Gate). The city wall and gates of Keijō were built by *Cho-chun* in the 5th year of King *Taicho* of the *Li* Dynasty (1393). The wall, 10 to 20 feet high and 8 miles long, runs along the summits of the surrounding hills, Niō, Nanzan, and Rakuda. The wall was formerly pierced by 8 gates, of which *Kōjin-mon* (or Tōdaimon) and *Sōrei-mon* were the greatest, forming the front and back portals of the city. With the expansion of the city, both the wall and the gates have, to a great extent, been removed, but these two gates have been spared.

Nandaimon (Pl. D 5) is in the middle of Nandaimon Street. In the midst of the great modern buildings in the neighborhood it stands as the sole monument of the period of 500 years ago, and is one of the sights of the city. In the war of 1592, *Konishi Yukinaga*, a Japanese general entered Keijō by Tōdaimon and seized all the gates of the city. Three days later *Katō Kiyomasa*, another Japanese general, arrived at Nandaimon and finding it garrisoned by *Konishi's* troops, was too mortified to enter, and encamped outside the city.

Keiun Palace or Tokuju Palace (Pl. D 4). If the tourist leaves Chōsen Hotel and turns down Hasegawa Street until he comes

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to Taihei-dōri, he will find a red gate on his left. It is called Taikan-mon and is the entrance to the late Prince *Li's* residence. Back of it is Legation Street (popularly called) on which are the consulates general of Great Britain, the United States, Russia, and other countries.

Prince Li's Fine Art Works (Pl. 4, E 4) is situated in Taihei-dōri, a little to the north of the Keiun Palace. Various artistic objects of metal and precious stones, from Korean designs, are made and sold here.

Keifuku-kyū 慶福宮 *Palace.*

Keifuku-kyū or the North Palace (Pl. D, E 3; admission fee 5 *sen*). From the northern end of Taihei-dōri across the tramway stretches the broadest street in Keijō, called Kōkamon-dōri, leading straight to the Kōkamon, the main gate of the Keifuku Palace. On the right side of the road stands the Senshū School, and the Keiki Provincial Government, while on the left is the Bureau of Communications, the Infantry Barracks, etc. The original palace was built in the latter half of the *Li* Dynasty, upon the model of the Shōtoku Palace, in the typical architecture of the age, but it was entirely destroyed by fire in 1592. About 50 years ago the present buildings were erected on the same site by *Tai-wŏn-kun*.* In the spacious open grounds of the palace enclosure a competitive exhibition was once held. Most of the buildings then erected were pulled down, but the Communication Hall has been preserved. The most important of the palace buildings are Kinsei-den, Shisei-den, Taisei-den, Keikai-rō and the Government General's Museum. There are many other magnificent buildings, and new offices of the Government General are in course of construction near the main gate.

Kinsei-den, the Hall of Administration, is in the rear of the buildings of the Government General. It has an oblong courtyard surrounded by splendid fences, and is paved with granite. The Throne is in the hall the ceiling of which is ornamented with exquisite carvings. ***Shisei-den*** or the Hall of Reflection, is behind Kinsei-den. Here the King transacted the affairs of state. In ***Taisei-den,*** a hall within the Sūyō-mon Gate on the left of Shisei-den, are exhibited ancient frescoes, earthen ware and other relics brought over from Hsing-kiang (West China). ***Keikai-rō*** is north of Taisei-den and near a lotus pond. It is a magnificent building supported by gigantic pillars of granite, 48 in number. From this hall Mt. Niō (1,205 feet high) can be seen beyond an island in the pond. This beautiful building was the banqueting hall of the King. There is a ***Museum*** east of Kinsei-den in the Keifuku Palace, under the control of the Government General. Though not large it has a good collection of relics of the Three Kingdom Age (3rd cent. B. C), images of Buddha from *Sinla*, earthen ware from *Koli*, and writings and paintings of the *Li* Dynasty.

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***Tai-wŏn-kun**, the father of the retired King *Li*, (Prince *Li* Senior), and the regent during the latter's infancy, was a man of strong character. On the sit- of an ancient palace, (the palace was set on fire by some Koreans in 1592, when they fled before the invading Japanese), *Tai-wŏn-kun* determined to build a great palace. He levied heavy taxes, ordered rare timber to be brought over by sea from the forests of North Kankyō Province and forced the people of neighboring provinces to offer their services. So great was the pressure put upon them that, if we may credit the story, one night some of the angry peasants set fire to an immense pile of timber waiting to be pieced together. All those around him now became thoroughly disheartened, the Regent alone remaining undaunted. His demands in the form of taxes and contributions were increased to the utmost and the new palace finally stood up before the wondering gaze of all,—an embodiment of despotism and extortion.

PRINCE LI'S MUSEUM, KEIJŌ.

Fushin-kaku or Shōrō (Pl. E 4) a belfry at the northern end and on the left side of Nandaimon Street. In the building is a bell 10 feet high and 20 feet in circumference. It was cast about 450 years ago and is one of the largest bells in Chōsen.

Pagoda Park (Pl. F 4) is situated a little to the east of Fushin-kaku and on the left side of Shōro Street. It is a small park, but it is widely known on account of its 13-storied marble pagoda. The origin of the pagoda is unknown, but the opinion that it was the gift of *Shun-ti*, a Chinese emperor of the *Yuan* Dynasty, to King *Chung-seun* of *Koli*, seems to be founded on fact. Both the material of the pagoda and the workmanship are of rare excellence. For some reason, the three upper stories have been taken down and placed on the ground. Where formerly the *Tai-wŏn-kak-sa* Temple stood, a monument now stands to indicate its site, and near it is a music pavilion.

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Shōtoku-kyū or the East Palace (Pl. 5, F). A person starting from Pagoda Park and proceeding eastward along Shōro Street will soon come to another broad street on the left which leads to a cluster of magnificent buildings. It is the Shōtoku Palace, the dwelling of H. H. Prince *Li*. One who enters the main gate, which is called Tonkamon, will find Prince *Li's* Household Office on the right and the Jinsei-den on the left. The latter is the main hall in which the King formerly gave audience to his officials. All the buildings in this part of the palace compound are typical specimens of early *Li* architecture and served as models for the Keifuku Palace. Next to them is the Sensei-den or the royal resting chamber, now the Prince's audience hall. His residence, Daizō-den, was destroyed by fire in 1917. Surrounding its site stand the Keikun-kaku, Chōkō-rō, Kisei-dō, Yōshin-kaku and other great halls, magnificent but by no means in good repair. In the rear of them are the gardens, in the making of which nature was dressed by art but not disfigured. There are pine woods, ponds, and bowers. Especially attractive is Chūgō-rō, a tower 320 years old, seen through the green trees. The view from its top is charming in the extreme. Among the hills at the back are more bowers attractively constructed, some on the edge of the water, some high on the hill sides. In an inner recess of the garden is Shōyō-tei, built in 1636. A brooklet called Gyokuryū-sen, flows near by, the beholder feels as if transported to veritable fairyland. On a stone is inscribed the following verse in Chinese:

"Three hundred feet the water falls;
Methinks it cometh from ninth heaven.
Behold the foggy rainbow white,
How it thunders o'er the hills."

Of course this is an exaggeration, but it gives some idea of the garden.

Botanical and Zoological Gardens (Pl. G 2, 3; admission 10 *sen*). If the tourist proceeds along Shōro Street without turning the corner for the Shōtoku Palace, he will reach a crossing of tramway lines. By turning to the left at this point and following the tramway for about half a mile, he will reach the terminus of the line. The building seen on the right is the Government General's Hospital, and the tower gate on the left is Kōkamon, the entrance to the Botanical and zoological gardens. Within the enclosure are Tsūmei-den, Jukō-den, Keishun-den and Meisei-den, on the site of Jukō-kyū (*Su-kang-kung*), the palace of the first king of the *Li* Dynasty. To the north are the botanical gardens and to the south, the zoological gardens, both of which are favorite promenade grounds for the people of Keijō. Though it is the compound of the Shōtoku Palace, it is open to the public on all days except Monday and the day following every holiday.

Prince Li's Museum (Pl. G 3; admission 5 *sen*) is within the enclosure of the botanical and zoological gardens. Images of Bud-

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dha, earthen ware, paintings, mirrors, metal ware, ornaments, sculpture, and other treasures, over 12,000 articles in all, collected since the *Sinla* Age, are exhibited for public inspection.

Central Laboratory (Pl. H 3) is situated at Renken-dō, a little to the east of the Government General's Hospital. It is an industrial laboratory controlled by the Government General, its object being the encouragement of Korean industry which has been neglected since the *Li* Dynasty. In the same place, the Government General has also a technical school and a technical training school for the industrial education of Koreans.

Commercial Museum (Pl. F 4; admission free) at Eiraku-chō, chiefly exhibits Korean products, though some Japanese articles are also included. It is open to the public on all days except Monday and the day following every holiday.

Wajō-dai (*Wa-sŏng-tai*. Pl. F 5) is the name of the hilly part of Keijō where the offices of the Government General of Chōsen are situated, at the foot of Nanzan, to the north. It was here that the Japanese army under *Masuda Nagamori*, encamped in 1592, and on the hill a monument stands commemorating the Sino-Japanese War (1894—5). Farther up the valley is a shrine of *Daijingū*. The neighborhood is healthy, open, and in the summer season, delightfully cool.

Nanzan Park (Pl. F 6). Nanzan is a hill, south of Keijō City, 900 feet above sea level. A thick wood of pine trees covers the whole surface and in recent years it has been turned into a park. A path leads from here to Kanyō Park, which lies to the west. The summit of the hill may be gained by climbling up a footpath from Wajō-dai, under old pine trees. From the top a delightful bird's eye view of the whole of Keijō City is obtainable on the north, while Ryūzan and the great river Kankō are seen to the southwest. On the same summit are the remains of a beacon station and a temple.

Kanyō Park (Pl. E 6) is on a hill adjoining Wajō-dai at the foot of Nanzan, to the west. It is accessible by four routes: from Nanzan-chō, Asahi-machi, Minami-yonekura-chō, and Nandaimon. This Park is noted for its pine trees, and its beauty.

Rōjin-tei (Pl. G 6) is at the end of Yamato-chō and at the foot of Nanzan. It was in this building that Mr. Ōtori; the Japanese Minister to Chōsen met the Korean authorities in 1894 after the Chinese had landed at Gasan and created a critical situation.

Shōchū-dan (Pl. H 5), sacred to the souls of all Koreans who fell in battle, also stands at the foot of Nanzan, in a valley to the southeast of Shin-machi. As the place is charmingly quiet, it is frequented by lovers of solitude.

Dokuritsu-mon (Independence Gate. Pl. C 4) stands about a mile northwest of the northern end of Gishū Street. It was erected at the conclusion of the Sino-Japanese War, to celebrate Korea's freedom from the Chinese yoke.

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Sekiha-tei (Pl. C 1) is across a valley outside Keijō's North Gate (or Shōki-mon) on the hills forming the city's northern boundary. Formerly it was *Tai-wŏn-kun's* villa, but now it belongs to Prince *Li-chun*. The vicinity abounds in maple and peach trees, and is worth visiting at all seasons of the year.

Senken-tei is a hexagonal arbor near Sekiha-tei but farther down the valley. It stands on a rocky eminence. Here in 1622 a plot to overthrow a cruel usurper, *Kwang-hai-kun*, the third son of *Syŏn-cho* was hatched by Prince *Leung-yang* (afterwards King *In-cho*). The visitor can still see the stones on which he ground his swords. In the same neighborhood is a temple called Shōrin-ji. Lower down the valley are four sluice gates. The quaint shape of these gates adds fascination to the scenery

THE CITY OF KEIJŌ AS VIEWED FROM NANZAN HILL.

Kantei-byō. In the city of Keijō there are 3 temples dedicated to Kantei or *Kuan-yu*, an ancient Chinese general: Nam-byō or South Temple (Pl. D 6; at *Yoshino-chō* outside *Nandaimon*) which is said to have been built by *Chain-in*, a general of the *Ming* Army (Chinese); Tō-byō or East Temple (outside *Tōdaimon*), built four years later than the Nam-byō; Hoku-byō or North Temple (Pl. G 1; within *Tōshōmon*) said to have been erected in the reign of *Li-heui*. They were built in the Chinese style and each contains an image of *Kuan-yü*, whom people worship as the guardian deity of their families. *Kuan-yü's* temples are found in great numbers in China Proper, Manchuria and in various parts of Chōsen.

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River Kan-kō is a large river flowing southeast of Keijō. This is one of the five great rivers of Chōsen (see P. 7) and ranks fourth in length. It is formed by two great streams which join near Kōan, about 70 miles from the estuary. One, called North Kan-kō, has its source among the Tetsurei Mountains, on the boundary between Kōgen and South Kankyō Provinces; while the other, called the South Kan-kō, has its source among the Shōhaku Mountains, on the border of Kōgen and North Chūsei Provinces. The river Kan-kō, now a great stream, receives the two streams of Rinshin-kō and Reisei-kō before it empties into the Yellow Sea. The Kan-kō is generally placid, deep, and clear. Steam launches go up as far as Ryūzan, 40 miles from the estuary, while junks may go up as far as Hokōsō on the south, about 90 miles from Ryūzan. When the river is frozen it is a pleasant resort for skaters. In summer many find pleasure in casting nets, while the sails and green willow trees along the shore add to the attractiveness of the scene.

Maho, about 1.5 miles west of Rūzan Station, is a town on the river Kan-kō, important as a distributing center for cereals. Trade is flourishing. Dwellings, 1,000.

Kōtokuri is famous as the site of a residence of *Tai-wŏn-kun.* There is a pretty row of willow trees in front of the house.

Rittō is a fascinating spot facing Maho. Clean sand stretches for many a mile, and in summer many people sit on the beach and enjoy the cool evening breezes.

Hokkan-zan, is a hill 7.5 miles from Shōgimon, or the North Gate. Since the summit is divided into three peaks, it is also called Sankaku-zan or Three-horned Hill. The north horn is called Hakuun-dai (*Paikeun-tai*), the east, Jinshū-hō (*Insu-pong*) and the south, Kokubō-hō (*Kokmang-pong*). The highest Hakuun-dai (2,600 feet above sea level) has a flat space on the top capable of seating over 1,000 people. It gives an extensive view of the surrounding country. On the south side are the ruins of Hakuun-ji Temple near which gushes out a spring, called Hakuun-sui. Jinshū-hō is composed entirely of rock and its shape resembles a bell. Kokubō-hō, too, is a craggy eminence of fantastic shape, to the south of which stand Monju-hō (Mun-chu-pong) and Fugen-hō (Pokyon-pong). These last two peaks can be seen from Keijō.

In this chain of hills is Mt. Hi-hō. The old monument on the top was erected by King *Chin-hueng* of *Sinla,* in 553 A. D., as a boundary mark. To the east of Hi-hō, is Shabō Rock. It is said to be the spot on which *On-cho,* the first king of *Paikche,* stood with his brother, *Pi-lyu,* and discussed where to build his capital.

Hokkan-zan Castle (or Jūkō-zan Castle) is situated about a mile from Hakuun-dai. It is surrounded by a wall 7,620 feet long, with six gates. On the western side of the enclosed ground stands a fort, once used for the storing of provisions and a luxuriously adorned temple, Jūkō-ji. The latter, however, was almost entirely burned down in recent years.

About 300 yards west of Jūkō-ji is a building, called San-eirō, under which a mountain stream flows. In the Taiko-ji Temple, to the east of Jūkō-ji, *Li-sŭng-kyŏi,* the founder of the *Li* Dynasty, is said to have studied in his young days under *Tai-ko-cho-sa.* Monju-an, Sōka-ji, and other temples are in this vicinity.

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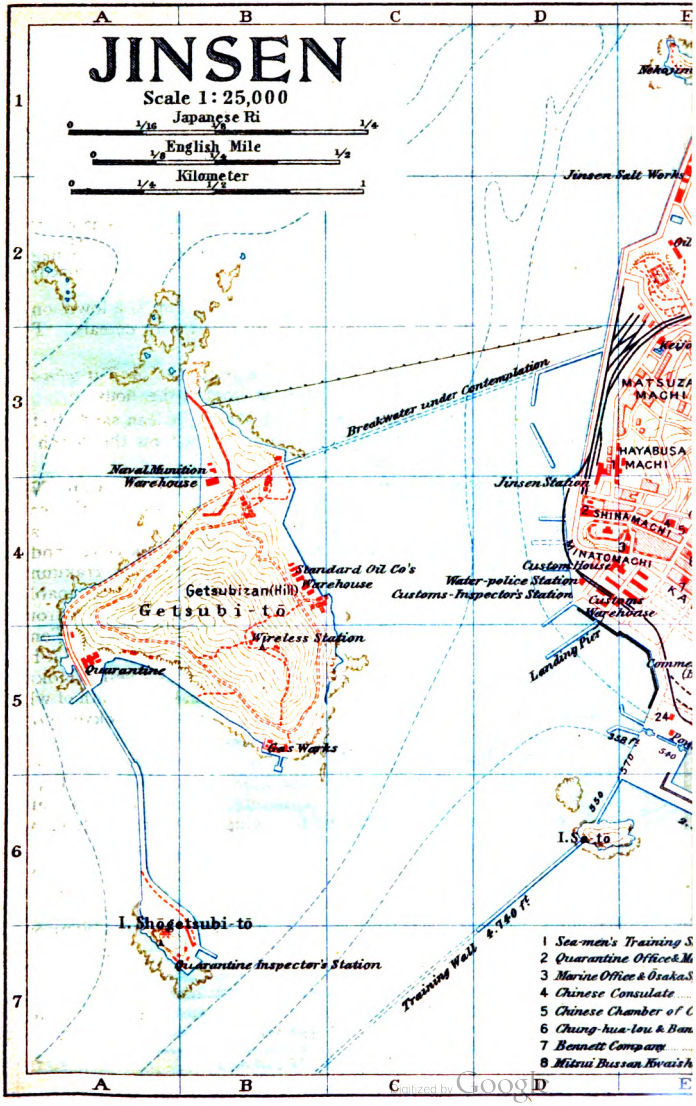
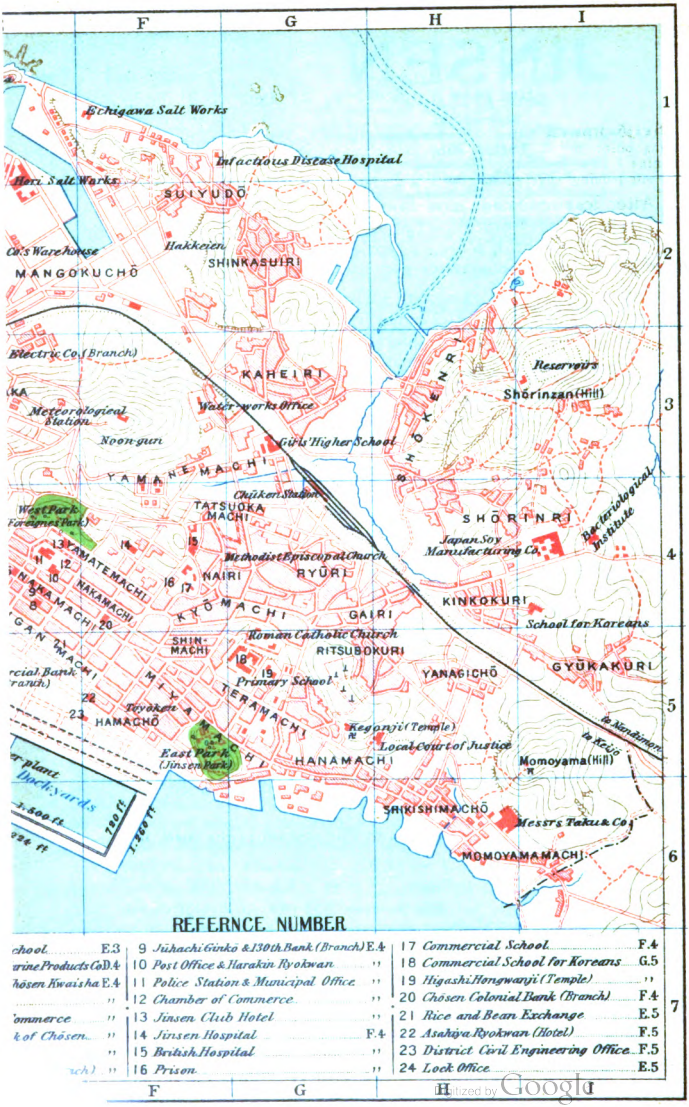

JINSEN
Scale 1:25,000
Japanese Ri
English Mile
Kilometer
Jinsen Salt Works
Breakwater under Contemplation
Naval Munition Warehouse
Standard Oil Co's Warehouse
Getsubizan(Hill)
Getsubi-tō
Wireless Station
Quarantine
Gas Works
I. Shōgetsubi-tō
Quarantine Inspector's Station
Jinsen Station
Custom-house
Water-police Station
Customs-Inspector's Station
Customs Warehouse
Landing Pier
I. Sa-tō
Training Wall 4,750 ft
MATSUZAMACHI
HAYABUSAMACHI
SHINAMACHI
SINATOMACHI
1 Sea-men's Training S
2 Quarantine Office & M
3 Marine Office & Osaka S
4 Chinese Consulate
5 Chinese Chamber of C
6 Chung-hua-lou & Ban
7 Bennett Company
8 Mitsui Bussan Kwaish



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Route VI. Keijō to Jinsen

Keijō-Jinsen Line. With Nandaimon (Great South Gate) in Keijō as its starting point, the Keijō-Jinsen line branches off at Eitōho for Jinsen. On this line nine trains, consisting of 2nd and 3rd class cars are run daily, the distance (24.1 mls.) being covered in a half hour (fare, 2nd cl. ¥1.10).

After leaving Nandaimon Station the train passes through Ryūzan (2 mls.), and Roryōshin (3.8 mls.), before it turns off on the Keijō-Jinsen line at Eitōho (5.7 mls.). It then passes through Goryūdō (9.6 mls.), soon arriving at Sosha Station.

Sosha (13.3 mls.) is a farm village sheltered by a mountain range with the Fūhei plain opening out in front. The soil is very rich. In recent years the immigrants from Japan Proper coming over to engage in agricultural pursuits have considerably increased in number. The development made in fruit cultivation on this fertile ground is especially remarkable. ***Dasen-jō*** (*Sa-chong-chang*), 2.5 miles south of Sosha Station, is noted for its cattle market; fully 3,000 head of cattle change hands here every year.

Fūhei (16.6 mls.). The town is situated 2.5 miles west of Sosha, in the basin drained by the Kan-kō. On the northwest is the rich plain of Fūhei, a broad stretch of flat land, most of which has been turned into rice fields. The soil is exceedingly fertile and the entire plain is noted for its agricultural products. The Kan-kō, however, often overflows its banks for several days and then the whole district becomes a great lake. The town stands on an important road to Kimpo, Tsūshin, Kōka, etc. ***Keiyō-zan*** is a bare, rugged mountain 1,320 feet high north of Fūhei on the far side of the plain. The ruins of a winding wall still remain on this mountain. According to history, *Konishi Yukinaga* encamped there in the war of 1592. From the top one can overlook the broad surrounding country, the blue Kan-kō flowing west across the plain, and in the distance Kōka, Eisō, and other islands lying off its estuary. To the northeast runs a long chain of mountains, including Kan-gaku, Nankan-zan and Hokkan-zan, and far in the hazy distance, one can even point out Keijō and Ryūzan.

Shuan (20 mls.). Not far from this station is the ***Salt Works,*** established in 1910, under official control. It covers 245 acres, and its annual output of salt is estimated at 25,000,000 pounds.

Chūken (23 mls.). This station is only one mile east of Jinsen pier and is very conveniently situated for those who wish to reach the center of the city. Consequently, about 70 per cent of the passengers for Jinsen alight here. A soy factory and a Chinese salt refinery are close to the station. Shortly after leaving Chūken Station the train turns southwest and after passing the noon-gun hill (Pl. D 3, 4) soon arrives at Jinsen.

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Jinsen 仁川

(Chemulpo. 24. 1 mls. from Nandaimon)

Arrival. Jinsen has two stations—Chūken and Jinsen, both of which are situated about the same distance from the pier. Passengers for the Chinese quarter will find it more convenient to leave the car at the latter station. **Jinrikisha,** can be hired at either station, the fare to the center of the town being about 30 to 40 *sen*. Jinsen Station is 291 miles from Fusan (fare: 2nd cl. ¥13.20), and 331.4 miles from Shingishū (fare: 2nd cl. ¥14.90).

Sea Routes. Jinsen lies 450 nautical miles from Nagasaki, 280 miles from Dairen, 265 miles from Chefoo, 330 miles from Tsingtao, and 488 miles from Shanghai. Regular steamship services are operated by the Osaka Shōsen Kaisha and the Chōsen Yūsen Kaisha between the above ports and Jinsen (See Introductly Remarks), and ships are moored alongside the pier.

Hotels and Restaurants: Jinsen Club Hotel (Pl. 14, F 4) Charges: European plan ¥3 and upwards; breakfast ¥1, lunch ¥1.50, dinner about ¥2. Japanese Hotels:—Asahiya Ryokan (Pl. 22, F 5; *Hama-chō*); Harakin Ryokan (Pl. 70, E 4; *Naka-machi*). Foreign Restaurant:—Tōyō-ken (Pl. F 5; *Miya-machi*); Japanese Restaurants:—Yasaka-rō (*Jinsen Park*), Asahi-rō (*Naka-machi*). Chinese Restaurant:—Chung-hua-lou (Pl. 5, E 4; *Hon-machi*).

General Description. Jinsen is situated in the middle of the west coast of Keiki Province. It is protected by the headland of Kōkai Province on the north, bounded by the fertile plain of South Chūsei Province on the south, and on the west faces Central China, across the Yellow Sea. ***The city*** is built on the southwestern side of the undulating hills which form a small promontory jutting into the sea, and it faces the sea on the south and west—the railway marking its northeastern boundary. A dock of the lock gate type is situated about in the middle portion of the south shore. To the west is Getsubi-tō Island. The climate is mild all the year round, and this, together with the superb scenery, has made this part of Jinsen a favorite spot for the many villas of the Japanese and foreigners.

The Japanese quarter with its well laid out street occupies the greater portion of the middle section of the city which adjoins the pier. Nearly all public offices, schools, firms, etc. are found in this quarter. Between the pier and the Japanese quarter there are 24.5 acres of reclaimed land which it is expected will become the business center of the town in the near future. The section adjoining Jinsen Station, at the northwestern end of the town is the Chinese quarter where the Chinese Consulate, the Chinese Chamber of Commerce and various shops and stores kept by Chinese, line the streets. The vicinity of Chūken Station is inhabited principally by Koreans. According to the latest returns Jinsen has a population of over 30,000, of whom 11,700 are Japanese, 1,250 Chinese, and 40 other foreigners. Its imports and exports totaled ¥44,738,000 in 1918—ranking Jinsen third among the trading ports of the Peninsula.

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History of Jinsen. In former days Jinsen (then called *Chŏi-mul-p'o*) was only a small hamlet consisting of four or five fishermens' cottages—and even when it was opened to foreign trade it had only two hundred inhabitants. Communication with Japan was maintained by one small steamer which made the trip once or twice a month. Great strides were taken, however, during the Sino-Japanese War (1894–5) and on the outbreak of the Russo-Japanese War (1904–5), Jinsen was made the debarkation point of the Japanese Army, a circumstance which brought about a remarkable expansion of the city. Since 1908 there have been several great fires in Jinsen, which with the world wide periods of economic depression dealt heavy blows upon the city. To meet the exigencies of the hard situation the citizens adopted a retrenchment policy with the result that their financial affairs were gradually placed on a sound basis, enabling Jinsen to come into its present prosperity.

GETSUBI-TŌ ISLAND, JINSEN.

Public Offices, Schools, etc.: Municipal Office (Pl. 11, E 4; *Naka-machi*); Post Office (Pl. 10, E 4; *Naka-machi*); Police Station (Pl. 11, E 4; *Naka-machi*); Local Court, Branch (Pl. H 5; *Hana-machi*); Custom House (Pl. D, E 4; *Minato-machi*); Marine Office of the Communications Bureau, Branch (Pl. 3, E 4; *Shina-machi*); Civil Engineering Bureau, Branch (Pl. 23, F 5; within the compounds of the Harbor Construction); Wireless Telegraph Office (Pl B 5; *Getsubi Island*); Prison (Pl. 16, F 4; *Dairi*); Meteorological Observatory (Pl. F 3; *Yamane-machi*); Quarantine Station (Pl. A 5; *Getsubi Island*); Chinese Consulate (Pl. 4, E 4; *Shina-machi*); Girls' High School (Pl. G 3; *Yamane-machi*); Commercial School (Pl. 17, F 4; *Dairi*); Commercial School for Koreans (Pl. 18, G 5; *Tera-machi*); Primary School for Japanese Children (Pl. G 5; *Tera-machi*); Primary School for Koreans (Pl. I 4; *Gyūkakuri*); Jinsen Hospital (Pl. 14, F 4; *Yamate-machi*); Chamber of Commerce (Pl·

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12, E 4; *Naka-machi*); Chinese Chamber of Commerce (Pl. 5, E 4; *Shina-machi*); Rice and Bean Exchange (Pl. 21, E 5; *Kaigan-machi*).

Banks, Firms, etc.: Bank of Chōsen, Branch (Pl. 6 F 4; *Hon-machi*); Industrial Bank, Branch (Pl. 20, F 4; *Hama-chō*); Chōsen Commercial Bank, Branch (Pl. F 5; *Hon-machi*); Jū-hachi Ginkō, Branch (Pl. 9, E 4; *Hon-machi*); 130th Bank, Branch (Pl. 9, E 4; *Hon-machi*); Chōsen Match Mfg. Co. (*Kinkokuri*); Ōsaka Shōsen Kaisha, Branch (Pl. 3, E 4; *Minato-machi*); Domestic Express Co., Branch (in front of station); Mitsui & Co., Branch (Pl. 8, E 4; *Kaigan-machi*); Suzuki Shōten, Branch (*Kaigan-machi*); Chōsen Products Co. (*Kaigan-machi*); Chōsen Salt Works (*Miya-machi*); Chōsen Rice Cleaning Mill (*Hama-chō*); Keijō Electric Co., Branch (Pl. E 3; *Matsuzaka-chō*); Jinsen Marine Products Co. (Pl. 2, D 4; *Shina-machi*); Bennett Co. (Pl. 7, E 4; *Kaigan-machi*. Agencies: China Navigation Co.; Ocean Steamship Co.; Peninsular & Oriental S. N. Co.; Cie des Messageries Maritimes; Royal Mail Steam Packet Co.; Tōyō Kisen Kaisha; North China Insurance Co.; China Mutual Life Insurance Co.); Townsend & Co. (Agencies; Hongkong & Shanghai B. C.; Hongkong Fire Insurance Co.; Pacific Mail Steamship Co., etc.) I-tai-chan (*Shina-machi*); Tung-ho-chan (ditto); Tê-shun-fu (ditto).

Clubs and Churches: Chemulpo Club; St. Michael's Church (*Yamate-machi*); Methodist Episcopal Church (Pl. G 4; *Dairi*), French Roman Catholic Church (Pl. G 5; *Dairi*).

The Port of Jinsen. The Inner Harbor of Jinsen is protected by a number of small islands including Greater and Lesser Getsubi-tō, and Sha-tō, in a row across its entrance, while Eisō-tō, Bui, Ryūryū and Shintō Islands are grouped in the Outer Harbor at the broad mouth of the Kan-kō. Thus Jinsen is an excellent natural port, but it has one disadvantage. The tide has a rise and fall of some 33 feet, which necessitates large ships anchoring far from the shore—a great inconvenience in loading and unloading cargoes. In order to overcome this drawback, the construction of a dock with lock gates, training walls, jetties, and breakwaters as well as land equipment and dredging work, was started in 1911, to be completed in ten years at an expenditure of ¥5,660,000. With the completion of the greater part of the principal works, Jinsen has again become a very prosperous commercial port.

Lock Gate Dock. The dock is built near the central part of the reclaimed land south of town. Its inside water area covers 24.5 acres, being 1,500 feet in length, 720 feet in width: its minimum depth is 27.5 feet, maximum 35 feet.

Along the mooring quay facing north three 4,500 ton ships can lie at the same time. Besides serving a shore protection banks, the south and east sides and a part of the west side of the dock (2,388 ft. in total length), are constructed in gentle slopes, affording mooring

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for small ships engaged in the coasting trade as well as for sampans. A railway around the dock connecting with Jinsen Station provides an easy method for goods transportation. The lock cut, 540 feet in length, 60 feet in width, is furnished with a double gate. The gates with their equipment for opening and closing are of the same type as those of the Panama Canal. A cast steel wheel, 14 feet in diameter, worked by electric power, operates each gate: 30 minutes is required for a ship to enter or leave the dock. Its construction cost ¥2,550,-000.

Places of Interest.

Jinsen Park (Pl. F 5) also called East Park, is situated on a seaside hill south of the city. Among the trees and fountains are the Daijin-gū, Kompira and Tenman-gū shrines.

Foreign Park (Pl. E 4) or West Park, on a hill back of the city, was built by the foreign residents of Jinsen. The park has a wealth of cherry trees and dwellings of Japanese and foreigners dot the vicinity. In scenic beauty it surpasses Jinsen Park.

Getsubi-tō, one of the islands that shelters the Inner Harbor, (circumference 2.5 mls.) is very pleasantly situated, away from the city's dust. On the island there are two hills thickly covered with cherry trees which, in the flower season, attract many visitors. The northern extremity of the island jutting into the sea opposite Jinsen Station is where the late Mr. *Hanabusa,* Japanese minister to Korea, sought a refuge in 1882. A wireless station, naval coaling depot, and a quarantine station, belonging to the Custom House, are located on this island. A lighthouse equipped with a revolving light is a prominent object on Lesser Getsubi-tō Island. This whole coast is a favourite haunt of anglers.

Kōka-tō, lying at the estuary of the Kan-kō (circumference about 75 mls.), is a large island upon which mountains rise one upon another, and with a coast formation of bold, perpendicular cliffs. As the island occupies an important position strategically, numerous forts and towers were built upon it during the six or seven centuries between the *Koli* Dynasty and the days of Prince Regent *Tai-wŏn-kun.* The ruins of these fortifications still exist here and there.

Kōka-yū, the principal town of Kōka-tō, was formerly known as *Hyŏl-ku-kun* of *Kokoli*—and in the *Sinla* Period, as *Hai-ku.* When the Mongolian hordes under *Kublai Khan* were approaching *Koli,* King *Ko-chong* took refuge in this island and for a long time conducted the functions and political activities of his Kingdom from this town, which he called *Kang-to.* Kōka-yū lies about 20 miles from Jinsen. There is a daily service of small steamers between them. ***Zanjō-dan,*** a temple built on the top of Mt. Mani, the highest peak on this island (1,585 ft.), about 10 miles south of Kōka-yū, is the oldest building in Chōsen. It is said that it was erected by some prehistoric ruler for his private worship.

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Route VII. Keijō to Kankō via Genzan.

(Including Kainei-line)

(A) Keijō-Genzan Line.

The Keijō-Genzan Line is 140.4 miles long, starting from Nandaimon Station and terminating at Genzan. Another line, called the South Kankyō Line, runs from Genzan to Kankō.

Train Service: At present, there is one through train (no 1st cl. or dining cars attached) between Keijō and Kankō and one between Keijō and Genzan each day. From Keijō to Genzan, it takes from 7½ to 10 hours. There is also one local train consisting of third class cars only between Nandaimon and Fukukei, between Fukukei and Genzan, and between Genzan and Kankō; (fares, 2nd cl. Keijō to Genzan, ¥6.30; Keijō to Kankō, ¥9.80).

The train from Nandaimon turns to the left at Ryūzan, and running northeast some miles along the river Kankō, it passes through a small station at Seihyōko (4.2 mls.), and reaches Ōjūri. Electric cars from Keijō, also, afford a means of transportation.

Ōjūri (8.4 mls.), is situated 2.5 miles southeast of Tōdaimon in Keijō, on the left side of a highway leading to Kōshū, Ryūjin, Risen, and Chūshū. Population 7,000.

Tokutō is a town about 2.5 miles east of the station. It contains a branch of the Model Agricultural and Industrial Station, where vegetables and fruit are chiefly grown. Various experiment are made in the station, some of them yielding very good results. Population, 6,000.

Seiryōri (9.8 mls.). About 2.5 miles east of Tōdaimon, is the eastern terminus of the electric tramway from Keijō (2 sections from Tōdaimon). The view is highly picturesque, with Nanzan in bright green and the peaks of Hokkan-zan in the north rising over a pine grove, in which the tomb of Queen *Min* formerly stood. The highway in front of the station leads to Fusan and the road branching from it is the Shunsen Road.

Kōryō, one half mile from Seiryōri, is reached by following the road in front of the station. Formerly, the burial place of Queen *Min* was here, but her body was later removed to Kinkokuri, where Prince *Li-tai-ō*, her consort, rests. In the same neighborhood is the tomb of Queen *Am*. A refreshing charm is furnished by the green shades of the extensive country.

Seiryō-ji, a Buddhist temple, east of Kōryō is in a secluded spot among pine trees. Iryō (east of Kōryō) is the burial place of King *Kyong-chong*, of the *Li* Dynasty. It is a tranquil, sequestered spot, dense with ancient pines.

Tō-kyūryō (cemetery) is situated about 5 miles east of the station. The traveler who ascends the steep northern slope of Mt. Saga (1,170 ft. above sea level), will reach the main road to Hōsen, and a farther walk of about one mile will bring him to the gate of the cemetery. The cemetery covers six square miles, and its small

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wooded hills and clear streams make their appeal to those who love nature.

Shunsen lies about 54 miles northeast of Seiryōri, *via* Kahei, and is accessible by motorbus which runs from Keijō twice daily. (Fare: about ¥6.00; time, 4 hours.) The town stretches from north to south along the southern bank of the Shōyō-kō, the upper stream of the Kan-kō. In the rear of the town rises Mt. Hōgi (990 ft. above sea level). Shunsen is the seat of the Provincial Government Office of Kōgen.* Other important public buildings are: Local Court of Justice, Garrison Quarters, Police Station, Post Office, County Office, Charity Hospital, Sericultural Training School, Agricultural School, Chōsen Colonial Bank (branch), Commercial Museum, etc. Population, 3,500 of whom 1,100 are Japanese.

* **Kōgen Province** is bounded on the north by South Kankyō Province; on the west by Kōkai and Keiki Provinces, and on the south by the North Chūsei and North Keishō Provinces. It faces the Sea of Japan on the east, and has a long coast-line, with few indentations. The province stands third in point of area (10,140 sq. mls.), but as the greater part of it is mountainous, it is not rich in agricultural products, and consequently is very sparsely settled, the population being only 1,131,000 (112 people per sq. ml.). Beans are its chief product and the annual yield is estimated at 1,550,000 bushels.

CHERRIES AT GŪJIDŌ.

Sōdō (15.5 mls.) lies near the foot of Mt. Hokkan-zan, and to the south of Dōhō (2,416 ft. above sea level) and Suiraku (2,067 ft.). A level road leads to *Gūjidō*, (2 mls. from the station) so famed for its cherry blossoms, that special trains are run to it in the cherry season.

Giseifu (21.4 mls.) the seat of the County Office, is situated at the junction of the Kinjō and Sambō-pass Roads, which connect

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Keijō and Genzan. It is on the edge of a large plain, and the well known cattle markets of Ryūshō and Shōgūri lie within 10 miles: 3.8 miles northwest is the ancient town of Yōshū.

Kairyū-ji is a temple at the foot of Dōhō-zan, 1.4 miles from the station, where *Mu-hu*, a celebrated priest who rendered invaluable service during the formation of the *Li* Dynasty stayed for a long time. In the garden of the temple stands a stone monument. ***Bōgetsu-ji***, a temple, 3.8 miles from the station, stands on the Dōhō Mountains. The winding mountain path leading to it is very difficult to ascend, but it is worth a visit as the view is magnificent and the temple grounds are delightfully quiet and picturesque. ***Kōkoku-ji and Nai-in-an*** are temples at the foot of Mt. Suiraku, 3 miles from the station. Kōryō at the foot of Mt. Chikuyō (1,310 ft. above sea level,) and about 7.5 miles southeast of the station, is marked as the burial place of King *Kyoi-chang*, of the *Li* Dynasty, and also by its girdle of craggy mountains. The Hōei-ji, a temple to the north of Kōryō, formerly belonged to the royal family. Beside the temple gate hangs a big bell, 7 feet 6 inches high, with an inside diameter of 5 feet.

Passing through the stations of Tokutei (29.1 mls.) and Tōtōsen (35 mls.), the train enters a narrow gorge between high mountains. Two miles north of the mountain, near the Tōtōsen Station, is Mt. Shōyō (2,220 ft. above sea level), and beyond, is a temple called Ungan-ji. In its grounds is a waterfall 30 feet high. The entire valley presents a series of inspiring views. After crossing an iron bridge over the river Kandan-kō, the train arrives at Zenkoku Station.

Zenkoku (42.5 mls.). Near the station is a ferry for Eisen and Hōsen, across the Kandan-kō River which flows along the north eastern side of the town. To the northeast rises Hōgai-san, (2,390 ft. above sea level), a prominent peak of the southern group of the Hōgai Mountains. About 7.5 miles north of the station is the town of Eihei.

Places noted for scenery near Eihei. The Kandan-kō River runs along the southern foot of Mt. Hōgai, between overhanging cliffs, and along its course are hundreds of charming views. For many miles, between unbroken walls of cliffs, rushes the Kandan-kō, now foaming rapids, and now flowing smoothly, or swirling in turbulent pools. All the way there is an infinite variety of scenery to delight the eye. Especially famous waterfalls: are the Kinsuitei, Sōgyokuhei, Hakuro-shū, and Kaseki-en. The Ryūka waterfall, about 7 miles up the river, is also worth visiting.

Passing through Rensen, the seat of the County Office, and crossing the boundary line of the two provinces, the train soon reaches the small station of Taikōri, in Kōgen Province. From here to Tetsugen, the next station, a stiff up-grade, marked, however, by magnificent views of massive rocks, retards the speed of the train.

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Tetsugen (62.8 mls.), in ancient days, the capital of the kingdom of *Kung-yoi*, is situated on a mountain girt plateau at the foot of the Kinkaku Mountains to the north and on the edge of a thinly populated tract of uncultivated land. The town is a very prosperous distributing center for various products. Chief ***public buildings*** are:—County Office, Gendarmerie Quarters, Local Court of Justice (branch), Post Office, Credit Society, School Association, Elementary School for Korean Children, Sericultural Institute, Chōsen Colonial Bank (branch), etc.

SAMBŌ WATERFALL.

Ryūka Waterfall, also called Sanfuraku, is found 10 miles southeast of the station and half a mile from Shiho, a post town on the Genzan Highway. It cascades over cliffs that are 110 feet high. Two miles and a half farther up the river, is a natural cave called Ryūka-dō. 7.5 miles from the station and beyond the Eihei-rōdai (pavilion) is a deep pond called Kaseki-en. It lies beneath a rock 20 feet high resembling corn sheaves in shape, and is one of the "eight places noted for scenery near Eihei." The small island in the pond is called Fuyō-hō. ***Higan-ji*** is a temple 3 miles southeast of the station and 1.3 miles from Tetsugen. It has no architectural beauty to boast of, but the scenery is picturesque, with Hōgai, Ryuka and numerous other mountains rising in the back-ground. The principal image of the temple, Buddha in a sitting posture, is a rare specimen of *Sinla* art. It is 3 feet 6 inches high and has all the "thirty-two physiognomies of Buddha." The five-storied stone pagoda in front of the temple is also a relic of the *Sinla* period.

Gesseiri (66 mls.) in the extensive plain of Tetsugen, was the capital of *Tai-pong* in the reign of King *Kung-yoi*. ***Kung-yoi's Castle*** is situated in the northern extremity of Gesseiri. The long winding walls on both sides of the railway are remains of the outworks—a fact which seems to show that Gesseiri formed part of

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the old fortified town. ***Stone Lantern of Kokanri.*** About 2.5 miles north of the station, is the site of an ancient palace, and a weather worn stone lantern still stands as a relic of the ancient days. The lantern is 12 feet high and is constructed with seven stories, in the fifth of which the light was placed. Each side of the lantern is 2 feet wide; from the base to the third story the ornamentation represents waves carved in relief, from the third upward, lotus flowers. Its quaint form is artistically attractive. ***Stone Lantern and Tortoise of Unseiri*** are found about half a mile from the station. They are relics of *Tai-pong*, as the country was called when *Kung-yoi* was ruler, and are worth visiting.

Heikō (76.4 mls. Japanese Inn,—Marujū Ryokan). The station is at Seihen-ri in Heikō County. About 20 miles east is Kinjō on the Keijō Genzan Highway. It is a short cut to the Diamond Mountains which may be reached by motor car or *jinrikisha* (See Route VIII). Population 2,000. ***Public Buildings:*** County Office, Police Station, Post Office, Credit Society, School for Koreans, and Primary School.

Fukkei (78.8 mls.) Contains the principal station on the Keijō-Genzan Line, with official residences and an engine shed attached to it. Before the construction of the railway, however, the place was uninhabited and the station was named after a small village 2.5 miles to the north. This section of the line is marked by three plateaux which stand in a row. The next stations, Kenfutsurō (88.5 mls.) and Sempo (96.1 mls.), are situated on the highest point of these plateaux, about 2,000 feet above sea level. These stations are surrounded by mountain ranges, and one is impressed with the grandeur of the view. From these stations onward the train goes through many tunnels, till it arrives at Sambō.

Sambō (103.3 mls.). Through the car windows can be seen undulating ridges especially picturesque in late autumn when the sides of the mountains are embellished with a thousand tints. Among these mountains roam bears, wild boars, leopards, and other beasts of prey, affording excellent sport for adventurous sportsmen. ***Sambō Waterfall*** is on the side of Mt. Masō-zan, about 2.5 miles northwest of the Station. Falling from a height of 140 feet, it is one of the greatest waterfalls in the Peninsula, and attracts many visitors during the summer season. There is another waterfall higher up, but the path is too steep to make it popular.

Passing through Sambō Station, the train arrives at Kōzan (112.3 mls.), where the ravine begins to widen. On the south rises Mt. Fūryū-zan with the famous pass of Tetsurei leading to the north-east. ***Old Castle Ruins and Tombs*** are found west and northwest of the station. Of the castle there remains the ruins of a fortress constructed to ward off the attacks of northern tribes. The tombs are believed to be those of the ancient race of Shukushin, though the belief requires the endorsement of further archaeological study.

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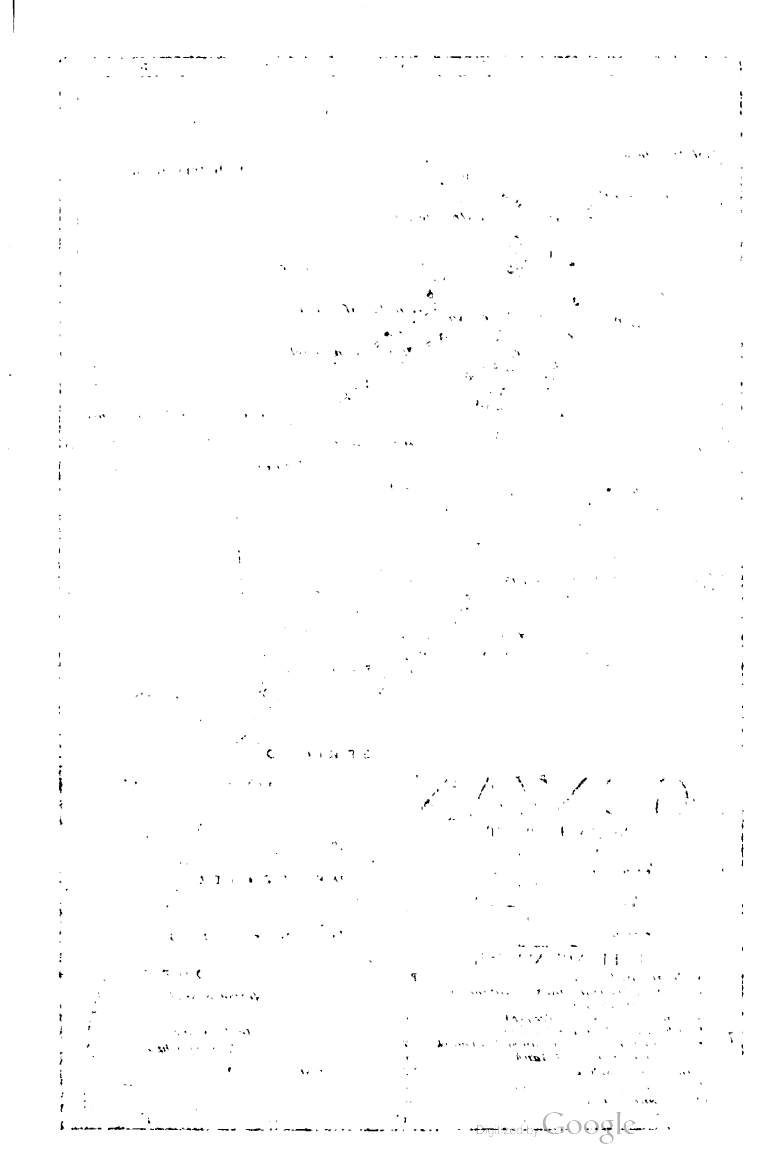
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GENZAN

Scale 1:20,000

Japanese Ri

0 1/16 1/8

English Mile

0 1/8 1/4

Kilometer

0 1/2

REFERNCE NUMBER

1	Municipal Office	B2
2	Fortress Commandant's Headquarters	"
3	Municipal Hospital	"
4	Higashi Hongwanji (Temple)	"
5	Juhachi Ginko Bank (Branch)	"
6	Marine Products Co. (Branch) Fish market	C2
7	Genzan Commercial Bank	"
8	Girl's Real School	B3
9	Nishi Hongwanji (Temple)	"
10	Genzan Credit Society	"

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Kinkidō is situated 3.7 miles south of the station and is the birthplace of Queen *Han*, who rendered great service to her consort, *Li-Sŭng-kyŏi*, while he was struggling to lay the foundation of the *Li* Dynasty. She died before he completed his work. On his accession to the throne *Sŭng-kyŏi* gave her the posthumus name of *Seppi* (Faithful Lady) and built a monument to her memory. After leaving Kōzan the train passes through Ryūchi-in (116.3 mls.) and soon reaches Shakuō-ji Station (121.4 mls.).

SHAKUŌ-JI TEMPLE.

Shaku-ō-ji or *Sok-wang-sa* is a temple in a mountain district three miles northwest of the Station. *Jinrikisha* are available from the station as far as a hot spring (distance 2 mls.; fare: 60 *sen*), but the visitor will have to walk the rest of the way (about a mile) to reach the temple, the path being too steep for a *jinrikisha*. Pine woods, clear mountain streams, massive rocks, and quaint tower gates are found on the way to charm the traveler who plods the toilsome way. The strange characters carved on wayside rocks are the names of pilgrims of many a generation who inscribed their names as a record of their pilgrimage. The temple, one of the greatest in Chōsen, was built by King *Li Sŭng-kyŏi*, and the great priest, *Mu-hak*, was its first abbot. Daiyū-den, Eigetsu-rō, Empin-kan, Kōfuku-rō, Hanshō-rō, Ryūhi-rō, Gokuraku-den and others, twenty in all, are clustered together, sheltered by a range of hills at the back and with the added grace of a stream in front. Mushrooms, of the species known as *Armerallaria edodes*, are found in abundance among the hills.

The train passing through the stations of Nanzan (127.2 mls.), Ampen (133.7 mls.) and Katsuma (137.8 mls.) reaches Genzan, the terminus of this line.

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Genzan 元山 (140.4 mls.)

Arrival. By rail from Nandaimon Station in Keijō, in 7½ to 10 hours. Fare (2nd cl.) ¥6.30.

Sea Route. Several steamers on the Ōsaka-Seishin and the Ōsaka-Vladivostok service, operated by the Ōsaka Shōsen Kaisha and the Chōsen Yūsen Kaisha, call at Genzan many times (to Fusan, 296 nautical miles; fares: 1st cl., ¥13.50; 2nd cl., ¥9.00; to Seishin 203 nautical miles; fares: 1st cl., ¥12.00; 2nd cl., ¥8.00).

Jinrikisha fare: from the station to the city, 30-40 *sen*. **Motor cars** are available at the railway station for Onseiri, the starting point for Outer Kongō, world renowned for the beauty of its scenery.

Japanese Hotels: Daitō-kan (Pl. C 2, *Asahi-machi*); Ehime-kan (about one ml. from the Station); charges ¥3-5.

Post and Telegraph Offices:—Genzan Post Office (Pl. B 2, *Hon-machi*); Genzan-ri Post Office (at *Meiseki-in*); Shin-machi Post Office (at *Shin-machi*).

General Description. Genzan, at the southern end of Eikō Bay, is the best port on the eastern coast of Chōsen. Kotō and Katsuma promontories, jutting out from the north and the south respectively, embrace the entrance of the harbor. Outside the bay, the sea is dotted with green crested islets, called Taitō, Shintō, Reitō and Kotō which form a natural breakwater.

The comparatively small difference in the water at high and low tide, the absence of swift current, and the depth of the water combine to make Genzan an excellent harbor for large steamers (anchorage area, 2,450 acres). ***The city*** is divided into two parts: Genzanshin and Genzan-kō. Genzanshin is the southern district along the bay, chiefly populated by Koreans, while Genzan-kō, situated north of Genzanshin, adjoins the pier and is a flourishing section of the town. The railway station (Pl. D 4) stands on the right bank of the Kyūsekiden-sen River which divides the old town from the new. Between the station and the pier, public institutions, residences and shops line the regularly laid out streets. The broad street leading from the station to the Municipal Office is called Hon-machi, and Naka-machi runs parallel with it to the east through the busiest part of the city. Asahi-machi and Kaigan-dōri rank next in trade. The chief highways are: Keijō Highway (starting from the eastern end of the city), and Kainei and Heijō Highways (starting from the southern extremity of the Japanese quarter, along the Kankyō Railway Line). Genzan has a population of 24,000, of whom 8,000 are Japanese.

The port of Genzan was opened in May, 1891, and since then the town has made remarkable progress, at present ranking fourth among the ports of Chōsen. Imports and exports for the year 1917 totaled ¥10,019,000.

Public Buildings: Municipal Office (Pl. 1, B 2); Gendarmerie Station (Pl. C 3); Eikō Bay Garrison Quarters; Garrison Quarters (Pl. A 3); Fortress Garrison Headquarters (Pl. 2, B 2); Police Station (Pl. B 4); Local Court of Justice (Pl. B 3); Custom House (Pl.

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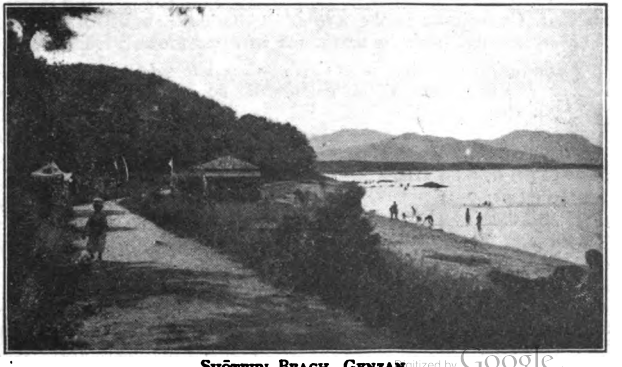
B, C 1); Meteorological Observatory (Pl. B 3); District Civil Engineering Office (Pl. D 3); Branch of the Communication Bureau (Pl. D 3); Construction Section of the Railway Bureau (Pl. C 4); Chinese Consulate (Pl. B 1); Municipal Hospital (Pl. 3, B 2); Credit Society (Pl. 10, B 3); Chamber of Commerce (Pl. C 2); Primary School (Pl. A 3); School for Koreans; Girls' Practical School (Pl. 8, B 3); the Bank of Chōsen, Branch; Branch of the Jūhachi Ginkō (Bank, Pl. 5, B 2); Chōsen Colonial Bank (Pl. D 5); Genzan Commercial Bank (Pl. 7, C 2); Agency of the Oriental Development Co.; Fishery Co. (Pl. 6, C 2); Electric Co.; Fish Market (Pl. 6, C 2).

Places of Interest. *Chōtoku-zan* is a hill back of the Japanese quarter. It overlooks the harbor and the Sea of Japan, dotted with many charming islets. On the hill is the shrine of Kotohira (Pl. A 2). *Bōtoku-zan*, 6 miles northwest of the city and commanding a view of Eikō Bay is a steep mountain on the summit of which are ruins of a castle, believed to have been built by *Kato Kiyomasa* in 1592, but only the surrounding walls and corner stones now remain. Shōtei-ri, a seaside village (about one ml. from Genzan), is situated on the highway leading to Tokugen which is on the far side of a small hill. The shore is overgrown with green pines and the beach is a blanket of white sand. This beautiful spot is a popular watering place in summer.

(B) The Kankyō Line.

The Kankyō Line is a name given to the uncompleted line between Genzan and Kainei. At the moment of writing, the section between Genzan and Kankō in the south, and the section between Seishin and Kainei in the north have been completed and opened to traffic. In the present state of the Line passengers have recourse to steamers in covering the gaps of the uncompleted section.



SHŌTEIRI BEACH, GENZAN.

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(1) Genzan to Kankō.

The section between Genzan and Kankō is 77 miles long (time required 4 hours; fare: 2nd cl. ¥3.45) and there is a through train once a day between Keijō and Kankō *via* Genzan. A local train also runs once daily between the same termini. The section between the Eikō and Kankō (43.1 mls.) was opened in December, 1919.

Tokugen (3.5 mls. from Genzan), the former seat of a Chinese Government General is situated on Eikō Bay at the point where the highway from Genzan forks, one road leading to Kainei, and the other to Heijō. The surrounding country is rich in soil and is covered with cultivated fields. The shore on the northeast affords an extremely attractive view with its long row of pine trees. In summer it is a popular watering place. Population, 1,000. ***Public Buildings:*** County Office; Model Farm (branch office); Gendarmerie Station; Post Office, etc. ***Temple of Confucius.*** Half a mile east of the town stands a shrine sacred to the memory of Confucius which is a magnificent modern work. ***Site of an Old Bōtoku-san Castle*** is found on a seaside hill. The garrison of this Castle checked the invaders from *Koli* and *Nüchen* (a Mongolian tribe). The low fence in Japanese style to be seen with the ruined castle walls seems to prove that the Japanese occupied this place in the war of 1592.

Bumpei (7.9 mls), a small village on the inner bay, is noted for its scenic beauty. From this station onward the railway gradually turns away from the sea to Bunsen Station (12.5 mls.). About a mile west of this station is a village of the same name, where the County Office is situated. West of the village rise the rugged peaks of Mt. Gyokujo-hō, and on the southern side of the mountain stands a temple of Confucius on a rugged height. Its hall and towers form a pleasant set-off against the fresh verdure of the mountain. The tract of land between the foot of the mountain to the south of the station and Mt. Gyokujo-hō is the ***site of Ikyō Castle,*** built to stem the *Nüchen* invaders from the north, and its ruins are still found.

Sennan (21.5 mls.) is situated on the left side of the Haiki-i-sen or *Pai-ki-i-chon.* The Tokuchi-kō flows into it in its lower reach; it then joins the Ryūkō-kō, a great river in South Kankyō Province, and finally empties into Shōden-wan Bay. The land near the mouth of the river, about 30 square miles in area is a fertile alluvial plain. The Bunsen Salt Farm is located there.

Kōgen (26.2 mls.), with some 2,000 inhabitants, is the county seat. The Tokuchi-kō flows north of the town and boats ply between Kōgen and Gori-ho, lower down the stream. During the early days of *Koli* Kingdom the place was known as Kōshū and was fortified against northern tribes, but in the days of the *Li* Dynasty, it became known by its present name. In the neighborhood stretches a vast tract of cultivated land, but it yields scanty products, owing to frequent frosts. In the Russo-Japanese War the County Office and

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other buildings were destroyed by Russian gunfire and the present buildings are new structures.

Artificial Salmon Hatchery Institute is situated 2.5 miles southwest of the station in a place known as Kaidōri. It was established in 1912 and is controlled by the Government General of Chōsen. The salmon hatched here are set free in the Ryūkō-kō and its tributaries. Tens of thousands of salmon are caught in the neighboring waters every year.

Eikō (33.9 mls.) is the central market town of the region drained by the Ryūkō-kō. A good road, busy with traffic, leads from this town to Chinkōjō, lower down the river, and between Chinkōjō and Genzan a regular service of small steamers is maintained. The greater part of this county is under cultivation and is regarded as the greatest agricultural district of South Kankyō Province. The principal products are tobacco, salmon, pongee, black lead, soja beans, wheat, rice and german millet. Population, 5,000. ***Public Buildings:*** County Office; Garrison Quarters; Local Court of Justice; Police Station, Post Office etc.

Shungen-den, an old building in which *Li-sŭng-kyŏi*, the founder of the *Li* Dynasty, was born is in Teishiri, 3.7 miles southeast of Eikō Station. It stands on an extensive hill which is thickly covered with groves of pine trees. The Ryūkō-kō flows past the northwestern foot of the hill, and beyond extends an open country. The view from the hill is very fine. Within the shrine in this building an image of *Li-sŭng-kyŏi* is preserved with all the respect due to a royal ancestor. At Kokusekiri, a short distance from the shrine, stands a monument indicating the site of this birthplace and of a palace where his father *Kyŏng-cho* used to live.

Chōjō or Great Wall, a long protective parapet, built in the 2nd year (1033 A.D.) of King *Tok-chong* of *Koli*, to keep off the invasion of *Nüchen* hordes from the north. Though it is in hopeless ruins, it extends from Kotō, on Eikō Bay, to the Taihaku Mountains, running along the ridge of the Kimpa-rei mountains.

From Eikō Station, the railway turns a little to the northeast, and the train running along the Kankyō Highway on the left and crossing the river Ryūkō-kō reaches Bajō Station (39.1 mls.). Bajō is situated in the eastern part of Eikō Plain and is the nucleus of a number of villages around which soja beans and cereals are produced in great abundance. ***Chinkō-jō*** (Population, 500), about 5 miles southeast of the station, lies on the river Ryūkō-kō and is the largest market place in that section. Passing through a small station, Ōjō (48.3 mls.), on the way, the train soon reaches Shinjō.

Shinjō (54.1 mls.) is situated on the south bank of the Kinshinkō and is surrounded by Shinjō-ri, Shinka-ri, Shimpo-ri, Reikoku-ri, Shikō-ri, and other towns and villages. The population is about 2,700, and rice, soja beans, etc. are produced in great abundance. The fair held here several times a month ranks as one of the largest

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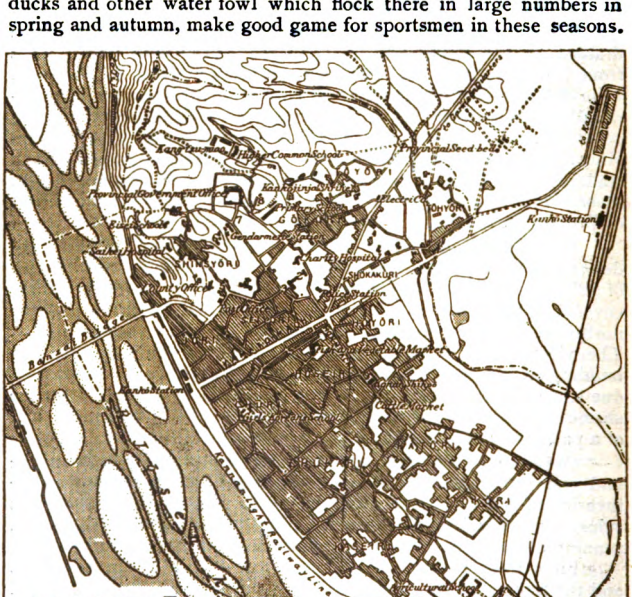
and the most flourishing in northern Chōsen. The vicinity is noted for its gold, silver, and coal mines.

Teihei (64.3 mls.). Two miles from the station, is Teihei, the county seat. Population 2,500. ***Public Buildings:*** County Office, Local Court of Justice (branch); Post Office; Elementary School for Korean Children; Credit Society. About 1.5 miles south of the town, is Lake Kōko (1 ml. wide and 10 mls. long). The wild geese, wild ducks and other water fowl which flock there in large numbers in spring and autumn, make good game for sportsmen in these seasons.



Kankō 咸興 (77 mls. from Genzan).

Arrival. Kankō is 217.4 miles from Nandaimon Station in Keijō. By a through train the distance may be covered in about 12 hours (fare 2nd cl. ¥9.80). To reach the town or its suburbs **jinrikisha** are available (fare 20-30 *sen*, or more according to distance).

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General Description. North of Kankō is Mt. Banryū and to the southeast extends a wide plain. Along the southwest of the town flows the river Jōsen-kō and if the traveler crosses Manzai Bridge that spans the river at the northern end of the town he will find himself on the Highway to Genzan. The broad road which runs northeast from the railway station situated south of the bridge is the Highway to Kainei. Most of the important government offices, and schools are found north of this highway. Kankō is the seat of the provincial government office of South Kankō Province and has a population of 18,000, of which 2,700 are Japanese. A feature of the town are its six towers.

Public Buildings, etc.: Provincial Government Office; County Office; Local Court of Justice; Prison; Gendarmerie Station; Police Station; Post Office; Higher Common School; Agricultural School; Saikei Hospital; Eisei School; Eisei Girls' School; Government Charity Hospital; Provincial Seed-bed; Provincial Nursery of Plants; Chōsen Colonial Bank (branch); Electric Co.; Kankō Shrine; Fish and Vegetable Market; Cattle Market, etc.

Rakumin-rō is a tower near the west gate of the town, surmounting Manzai Bridge which crosses the river Jōsen-kō. It commands a view of the town and of the mountain ranges of the Sei-koshin district. It has scenic attraction throughout all the seasons of the year.

South Kankyō Province hemmed in by North Kankyō on the east, and South Heian, Kōkai and Kōgen Provinces on the west, while on the north, it is contiguous with North Heian and Fengtien Provinces, and on the south, it faces the Sea of Japan. With a total area of 12,345 square miles, this province is the largest in the Peninsula, but the scarcity of flat areas renders transportation difficult and consequently it is sparsely settled. The chief products are wheat (730,000 bushels yearly), beans (1,430,000 bushels), and marine products (¥2,000,000). Population 1,220,000, or an average of 99 per square mile.

Seikoshin is a small port town, 10 miles southeast of Kankō, accessible from the latter by the Kannan Light Railway. Population 1,400. Coasting liners call at Seikoshin at frequent intervals.

Jōshin is the county seat and a commercial port 90 miles from Seikoshin (fare: 1st cl. ¥6.00), and 130 miles from Genzan (fare: 1st cl. ¥7.50) by sea. Situated at the southern extremity of North Kankyō Province it occupies an important position in trade, as a distribution center for goods from the interior of the two Kankyō provinces. The town extends along the coast from north to south, with a headland jutting out into the sea protecting it from rough seas. Population is 4,700, of whom 900 are Japanese. According to recent statistics the trade of the town amounts to ¥5,200,000 a year.

Kankō to Kōshū Railway (under Contemplation). A railway 143 miles long is under contemplation by the Chōsen Forest Railway Company, Ltd. (capital ¥20,000,000). The gauge is to be 4 feet 8½ inches, and the line, when completed, will run between Kankō in North Kankyō Province and Kōshū-koyū in Kōshō County, passing through Chōshin. From Chōshin (about 90 miles from Kankō) a branch line will run northwest as far as Manhochin on the Yalu Kiang. This line will be constructed primarily for the transportation of lumber from the extensive forests on the upper reaches of the Yalu Kiang.

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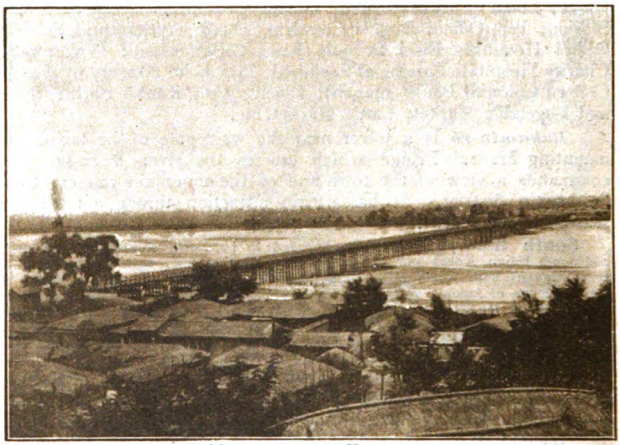
(2) Seishin to Kainei.

At the time of writing northern end of the Kankyō line has been completed between Seishin and Kainei (58.1 mls.), also a line 9.3 miles long to Ranan, branching off at Yujō. The district through which this line runs is, for the most part mountainous and consequently the industry is mining rather than agricultural. Kainei, the terminus of this line, however, is situated within a short distance of the fertile districts watered by the Tumen, also Chien-tao and Hun-chun in Manchuria, so that when the line between Kankō and Ranan is completed making connection with the Kirin-Changchun Line, Kainei will become a more important trading town.



MANZAI BRIDGE, KAN-KŌ.

Seishin 清津

Arrival. A traveler from Japan Proper or from South Chōsen who desires to go to Seishin may avail himself of the railway as far as Genzan or Kankō, but he must take a steamer the rest of the way.

Regular Steamer Service. Ōsaka-Seishin line (by O. S. K.). Three times a month, at intervals of seven to twelve days, a steamer starts from Ōsaka and another one from Seishin calling at the intermediate ports of Moji, Fusan, Genzan, and Seikoshin. A steamer which sails directly from Genzan to Seishin makes the trip in one day, but the steamers that touch at the intermediate ports take three days for the trip, (fare 1st cl. ¥12.00; 2nd 8.00).

Between Ōsaka or Genzan and Yuki or Vladivostok (by C. Y. K.) there is a steamer service 16 times monthly from each end. The journey between Genzan and Seishin requires from two to six days.

Inns. Keirin-kan (*Meiji-machi*); Seishin-kan (*Meiji-machi*); Yoshida-kan (*Hokusei-chō*); Charges ¥3 to 7; lunch, about ¥1.50.

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Public Buildings, etc.: Municipal Office, Local Court of Justice (branch); Custom House (branch), Police Station, Post Office, Russian Consulate, Military Transportation Department (branch), Branch Prison House, Chōsen Colonial Bank (branch), Bank of Chōsen (branch, *Meiji-machi*), Branch of the Keijō Office of S. M. R. Co., Electric Co., etc.

General Description of Seishin. Surrounded, as it is, by the Kōfu-zan Hill except for a narrow section where it borders on the sea, the town of Seishin would seem to have little room for expansion. However, the recent construction of the station on a strip of level ground north of the town has brought about an extension in that direction. Public buildings are chiefly found in Shikishima-machi and Yamato-machi, in the center of the town. Up to the time of the Russo-Japanese War, Seishin was a mere fishing hamlet with about a hundred Korean families, but in 1907, a Rijichō (Residency) was established there, and the growth of the town began when it was made an open port in April of the following year. Population, over 9,000. The majority of the imported articles are made in Japan and about 50 percent of them are sent to the Chien-tao region. When therefore, the railway that will connect Seishin with North Manchuria is completed, it is expected that this port will attain far greater prosperity.

From Seishin to Kainei.

In the 58.1 miles between Seishin and Kainei there are eight stations. From each terminal two trains consisting of 2nd and 3rd class passenger cars are run daily, the distance being covered in 3¾ hours (fare: 2nd cl. ¥2.60). Between Seishin and Ranan, the terminal of the Ranan Branch line, three trains made up of 2nd and 3rd class passenger cars are run every day. (fare: 2nd cl. ¥0.65; time required 1 hr.)

From Seishin the train runs northwest along the left bank of the river Seigan-taisen and 20 minutes later it arrives at Yujō.

Yujō (5.6 mls. from Seishin; Inn, Kinokuniya;—charges ¥4 to 6) is on the highway between Genzan and Yūki, or Kainei. It is the junction point for Ranan. The river Yujō-sen flows southwest of the town and beyond it extends the well known Yujō Plain. Population, 1,000.

Ranan (9.3 mls. from Yujō), the seat of a garrison, is sheltered by hills on the east, west, and south sides. The Rahoku-sen River flows along its northeastern side on the far side of the wide stretches of the Yujō Plain. As this town was built very recently (after the Russo-Japanese War, 1904-5) the streets are laid out regular with a circular space in the center of the town, from which the main streets radiate. Ranan is growing with marvelous rapidity, its inhabitants now numbering about 5,400. Army offices, barracks, a post office, a branch office of the Bank of Chōsen, an electric company and other public buildings are in the town. It is expected that Ranan will become the seat of the provincial government in the near future.

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Kyōjō, a walled town, sometimes called Chijō, Kanko or Ryūjō, is situated about 2.5 miles south of Ranan. It is accessible from Ranan by a hand operated tramway. The Kyōjō-sen River flows in front of the town, while Mt. Shōgan rises at the back. The fortifications with four great gates and seven lookouts built 300 years ago, are now mostly crumbling ruins. However, the tower over the south gate still retains its old form and remains as a monument of the bygone days when the town was a great stronghold of the North. Kyōjō is the seat of the provincial government of North Kankyō. Population 5,000. ***Kiseki-hi***, a monument at Kōtoku, 3.7 miles from Seishin, and about 5 miles from Ranan It bears an account of the exploits of *Pak-yu-il* in his battle with *Katō Kiyomasa*. ***Shu-otsu Hot Springs***, are a very popular health resort 8.5 miles south of Kyōjō. The plentiful flow of saline water makes them the most renowned hot springs in North Chōsen.

FISH GATHERED ON THE BEACH, SEISHIN.

North Kankyō Province is situated at the northeastern extremity of the Peninsula. On the north, the province borders on the Maritime Province, and the Kirin and Fengtien Provinces in China, the Tumen River marking the frontier. On the west, it adjoins South Kankyō Province, and on the east and south, it faces the Sea of Japan. Area 7,855 square miles; population 528,000 (an average of 67 per square mile). It is mountainous, barren and the least populated province in all Chōsen. The agricultural products are naturally insignificant, but the marine products amount to ¥1,323,000 a year.

From here, the railway runs north along the Yujō-sen River and on the edge of the Yujō Plain stands Shōkō (14 mls.).

Funei (23 mls., Population 1,000), the county seat, is situated on the highway leading to the districts in the north. Alluvial gold,

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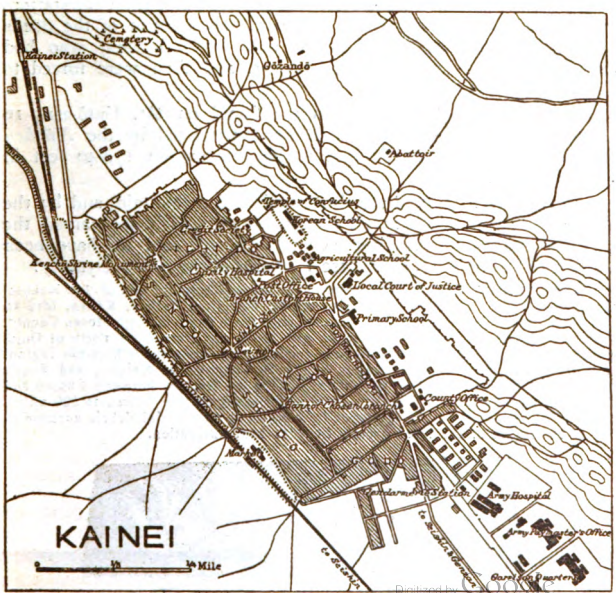
black lead, chrome iron, silver, copper, antimony, and other metals are being vigorously prospected and found in this neighborhood. It is expected that Funei will increase in prosperity. ***Hattan or Eight Pools.*** In a valley about 2 miles from Funei, eight pools are found along a mountain stream, the most noted of them being Sōryū, Kiryū and Gyokubaku. They add much to the scenic beauty of the vicinity.

From Komozan (26.9 mls.), the train runs through a gorge, especially narrow from Buryōdai, a hill on the right side of the railway, 2.5 miles from Komozan. After several turns to the right and to the left, the train arrives at Sōhyō.

Sōhyō (34.3 mls.) is near the watershed of rugged peaks and towering heights. Seven tunnels were required to penetrate this watershed. The scenery along this part of the line is fascinating beyond description. Beyond the watershed is Zenkyori (38.9 mls.) the first station in the basin of the Tumen, and 1,600 ft. above sea level. From this station the train runs down a gentle slope to Hōzan Station (42.7 mls.) after which it again passes along a mountain stream. Passing through Chūtō Station (49.9 m.) the train arrives at Kainei.



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Kainei (58.1 mls. Inn, Kainei-kan; charges ¥3–6) is the terminus of the railway line. The station is situated in the northern end of the town. The surrounding country is flat and fertile. The town is on the river Tumen, beyond which extends Chien-tao region. Consequently Kainei, as the gateway of North Manchurian trade is in an important position. Population 7,500, 20 per cent of whom are Japanese. ***Public buildings:*** County Office; Gendarmerie Station; Local Court of Justice (branch); Post Office; Branch Custom House; Garrison Quarters; Army Engineers' Section; Army Hospital; Army Paymaster's Office; Charity Hospital; Public Primary School; Primary School for Koreans; Bank of Chōsen; (branch).

Kainei is situated 32 miles from Lung-ching-tsun and 44 miles from Chui-tsu-kai in the Chien-tao region, and when the Tumen is frozen over during the winter, the river is busy with traffic. Mosan, 18 miles farther up the stream, is an important town trading with the West Chien-tao region. Keigen, 44 miles northeast of Kainei, is also important on account of its trade with Hun-chun on the opposite side of the river Tumen. Recent statistics show that the commerce of Kainei amounts to ¥ 664,000 a year.

Monument at Kenchū Shrine is situated in the southwestern corner of the walled town of Kainei about 360 yards from the station. It was erected 285 years ago and bears an account of the deeds of patriots who killed *Kyŏng-in* and his followers, who had captured a prince in the war of 1592-4, and then were forced to surrender to *Kiyomasa*.

Ruins of Gokoku-jō (Castle) are found on Mt. Untō-zan, 10 miles west of Kainei. The castle was constructed by the *Nüchen* tribe 800 years ago and is said to have measured 17,040 feet in circumference.

In the castle ground are three wells and a fountain, and by the side of the latter stands a tall monument on which are carved the Chinese characters meaning "Cloud Abyss," said to have been written by *Hui-tsung*, a Chinese Emperor of the *Sung* Dynasty.

The Tumen River has its source at the southeastern foot of Mt. Hakutō-san (Pakto-san). Receiving tributaries which flow from Hakutō, Kōnan, Myō-kō and other mountains it gradually gains in size as it flows through Mosan County. Passing through the counties of Kainei and Shōjō the river flows north of Onjō, where it is joined by the Polohotun-ho, coming south from the Chien-tao region. It is further increased by the waters of the Hun-chun-ho at Keigen, and finally empties into the Sea of Japan, its course marking the frontier between Chōsen and the Maritime Province of Russia. The total length of the Tumen is 220 miles. In the rainy season the river overflows its banks and the alluvial debris accumulating at the mouth of the river greatly impedes boat navigation.

INTERIOR DECORATION OF SARCOPHAGI, GŪKENRI.

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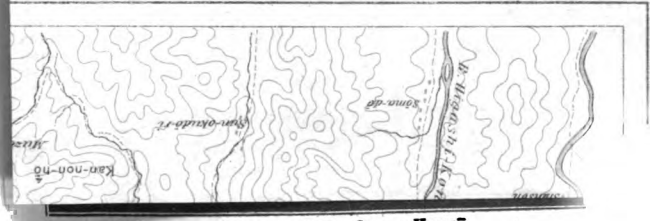

Bōgun-dai Peak, Inner Kongō.

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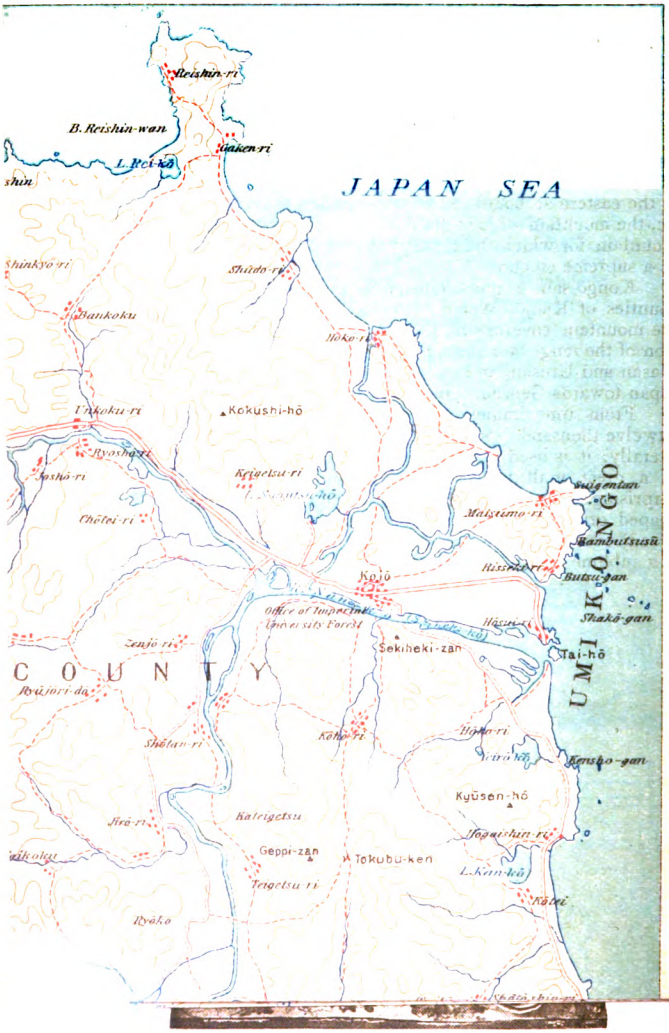

INTERIOR DECORATION OF SARCOPHAGI, GŌKENRI.

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Route VIII. Kongō-san (Diamond Mountain)

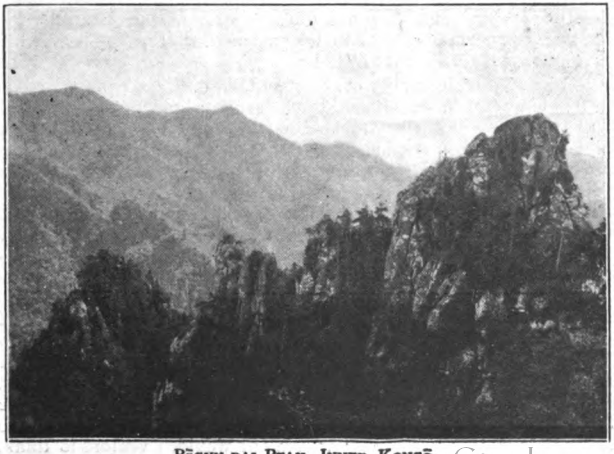
INTRODUCTION

General Description of Kongō-san 金剛山

Kongō-san, or *Keumgang-san*, as it is called in Korean, is better known among foreigners as Diamond Mountain. It is located in the northeastern part of Kōgen Province, near the middle section of the eastern seaboard of the Chōsen Peninsula. Lofty and majestic, the mountain of mountains, destined to be world famous. A mountain for which the country of its location may well be proud of as a supreme creation.

Kongō-san, a great cluster of peaks, spreads over the three counties of Kanjō, Waiyō, and Tsūsen. Its base 50 miles round, the mountain covering an area of 75 square miles. It is an extension of the range of mountains which, beginning in the south between Masan and Urusan, and running north along the coast of the Sea of Japan towards Genzan, forms the backbone of the Peninsula.

From time immemorial it has been said that Kongō-san has "twelve thousand" peaks. This number, it is true, can not be taken literally: it is used here as in the Buddhist Scriptures, in the sense of a great multitude. But no doubt the real number would be surprisingly large, were the innumerable craggy cliffs and strange shaped granite formations (of which the whole mountain is composed) counted as well as all the sky scraping peaks, each of which is a sublime creation of Nature's handiwork.



Bōgun-dai Peak, Inner Kongō.

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As for the endless variety of scenic features, which are met with at every turn all over the mountain, they are simply grand, too mysterious and too majestic for either pen or brush to even do scanty justice to the least of them.

Quoting from "Korea and Her Neighbors," by Mrs. Isabella Bishop, a famous world traveler, the first explorer of Kongō-san, and in a sense its discoverer, who, in describing the mountain, says in her lucid, fluent style:

"Surely the beauty of that 11 miles is not much exceeded anywhere on earth. Colossal cliffs, upheaving mountains, forests, and gray gleaming peaks, rifted to give roothold to pines and maples, ofttimes contracting till the blue heaven above is narrowed to a strip, boulders of pink granite 40 and 50 feet high, pines on their crests and ferns and lilies in their crevices, round which the clear waters swirl, before sliding down over smooth surfaces of pink granite to rest a while in deep pink pools where they take a more brilliant than an emerald green with the flashing lustre of a diamond. A description can be only a catalogue. The actuality was intoxicating, a canyon on the grandest scale, with every element of beauty present."

Another tribute is paid to the exquisite beauty of this mountain's scenery by Dr. Krüger, late German Consul General in Seoul, the capital of Chōsen.

"The grandeur of the whole aspect," he writes, "the defiant construction of the mountain, the wildness of the towering peaks, the virginity of the primeval forest vegetation, the grotesque condition of the torrential ravines, the clearness of the cataracts, the iridescence and light effects in torrents and whirlpools—where are there their equals on earth?"

The admirable quality of the mountain, displayed in its peaks, in its glens, and in its forests, is too sublime, too mysterious, and withal, too awe inspiring, to be adequately conveyed in words, in pictures, or in photographs. The only way to realize the charm and grandeur of the scenery is to clamber in person over the mountain's paths and trails and see the views face to face. Instead of making any attempt, therefore, at a detailed description of the scenery, the reader must be content, for the present, with the highly appreciative remarks made by two eminent Japanese, who have visited the mountain. Then, in the following pages, the points to visit as well as how to visit them will be taken up one by one. Says Yūhō Kikuchi, a well-known writer and novelist: "To me Kongō-san is one of the greatest marvels of Nature we have ever seen. Yabakei in Kyūshū, Japan, is the nearest approach, though on a far smaller scale, to this wonder of wonders under the sun. Yet, a hundred Yabakei would not be sufficient to illustrate the majestic and mystic features of Kongō-san; so magnificent, so intricate, so lofty, so solemn are its glens and gorges. No one would, I venture to think,

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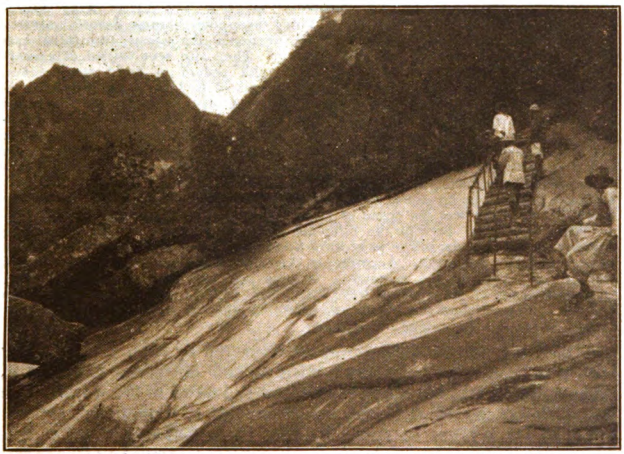
object to its being called a most illustrious world's mountain!"

"The two characteristics of Kongō-san," writes Mr. Tamura, a specialist in gardening, "are its rockiness and its magnitude. Yet, so far from being a loose, disconnected mass of mere voluminousness, it is all essence, with no superfluity or excrescence whatever, permeated through with the soul of consistency, of concentration. Its expressions are stamped with vigor and boldness, bordering not infrequently on wildness and savagery,—tameness and moderation being the last qualities to be sought here. Kongō-san is a prodigy of a mountain; its peer can hardly be found anywhere. A chance production of Nature, it stands unique, far transcending anything that human ingenuity could devise or all the assiduities of art execute. Such a piece of work is worthy, if anything, of the Creator; it is a holy tabernacle instinct with a living spirit."



MOUNTAINEERING NEAR SHINJU-TAN POOL, OUTER KONGŌ.

The History of the Mountain

Nothing authentic is known of the early history of the mountain: it is altogether lost in myth and mystery. If it is true, as some think, that the name "Kongō," was taken from the *Ganda-vyūha-sutra* (one of the Budddhist Scriptures), then it suggests the great antiquity of its origin. According to this tradition, the mountain is identified with the Kongō-san mentioned in the said Buddhist Scripture, the passage running as follows: "In the Northeastern Sea is Kongō-san with twelve thousand peaks, where dwells *Dharmodgata Bodhisattva*." From this it may be inferred that

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the mountain was known to exist as early as three thousand years ago, at the time when *Gotama Sâkyasinha* himself lived.

It is also on record that during the *Tang* Dynasty (617—935) *Ching-liang-kuo-shih*, a high Buddhist priest, addressed the emperor, saying, " In the world there are eight Kongō, of which seven have hidden themselves in the sea, and one has made its appearence in Korea, east of the sea." This record seems to show that the name Kongō was known in ancient China.

About the Fifth century, so runs another tradition, the fifty three Buddhas, who had come over to the country from the land of *Getae*, in India, fought against the Nine Dragons, drove them away, and founded the Yusen-ji temple (see P. 112). To this story, however, credence can not be given, inasmuch as it was about 371 A. D. that Buddhism found its way into Korea from India, according to authentic history.

Be that as it may, the fact is undeniable that since the introduction of Buddhism into Korea, the mountain has made itself the center of the religion. During the reign of King *Popheung* (A.D. 513—539), of *Sinla*, and that of King *Syeng-myong* (A.D. 523—553), of *Paikche*, the kings themselves became devout believers in Buddhism and did their utmost for the protection of the priests, furnishing them means with which to get food and clothing. They also sent skilled carpenters and competent sculptors to the mountain, with orders to build temples and cloisters at every available spot and chisel images of Buddha to be placed therein. The number of temples and cloisters in those days is said to have reached no less than one hundred and eight, their architectural beauty setting off to no small advantage the charm of their naturally picturesque situations. The mountain saw a very lively aspect, a never ending stream of pilgrims flowing thereto not only from different parts of Korea, but also from China. The traces of iron chains which explorers today now and then unexpectedly come across in some secluded retreat or on some unfrequented cliff, go to indicate that in ancient times the mountain was the scene of more activities than at present.

Since the latter part of the Fifteenth century, however, all the succeeding dynasties made it their policy to repress Buddhism, using their utmost endeavors to persecute its believers. Accordingly, communication with the outside world was cut off; many of the mountain's temples and cloisters suffered from fires, while even most of those which were rebuilt have fallen into decay and even into oblivion. Thus, lost to the rest of the world, Kongō-san remained wrapped in a shroud of mystery for a long, long time.

In 1894, the mountain was rediscovered by Mrs. Isabella Bishop, who, in the face of many hardships and obstacles, explored it, making its superb, unrivaled scenic beauty known to the world. She was followed by Miss Katherine Wanbold, an American lady, in 1901; by Dr. Krüger in 1913; by Miss E. A. Gordon, in 1914; and by some other mountaineering tourists both foreign and Japanese. Thanks to their efforts, the ancient fame of Kongō-san will again be revived for the benefit of this and future generations.

The Division of the Mountain. According to Japanese geologists, the structure of Kongō-san is due to two faults. The eastern and western sides of the central group of peaks, which form its backbone, have fallen in the form of a great staircase along the faults, and created these marvelous scenic wonders. The western side is called *Uchi*, or Inner Kongō (see P. 98); while the eastern, which faces the Sea of Japan is known as *Soto*, or Outer Kongō (see P. 105). And an extension of the main body of Kongō-san, which has buried itself in the sea near Kōjō, with its peaks peeping out of the water in many

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fantastic rocky formations, is known by the name of *Umi*, or Sea Kongō (see P. 110). What is generally called Kongō-san includes these three, namely, Inner, Outer, and Sea Kongō; and southeast of these is *Shin*, or New Kongō (see P. 110), the latest discovery.

The Geological Formation of Kongō-san

It is not the height of the mountain, but the beauty of its fanciful formations, which has made it famous as a unique and picturesque mountain. A word relative to the structure of its rocks may be interesting and not altogether out of place here. An examination of Kongō and vicinity shows that the rock content is of a somewhat complicated nature; the eras of formation ranging from the Archaean to the Cenozoic. The rocks composing the Inner and Outer Kongō are, for the most part, of rough grained biotite granite, which, though it has an appearance of solidity and fineness, is yet highly efflorescent, being coarse and complex. The granite, subjected to a complete process efflorescence is to be seen in the rugged rocks of Bambutsusō of Outer Kongō, a marvelous piece of Nature's handiwork. These granite rocks, seen from afar, present a purplish brown color, the ideal of the universal idea and conception of a grand, majestic mountain.

Especially wonderful are the single pieces of rock of colossal size, standing on each side of narrow, solitary ravines forming a slope or plane with a surface as smooth as that of a grindstone, or others which embrace a deep pool of emerald green. In the stream flowing by the Chōan-ji temple, Inner Kongō, are crystaline granite rocks, such as are rarely seen any where else on the mountain, adding in no small measure to its singular scenic beauty.

Peaks and Ravines

Though consisting of a cluster of peaks, Kongō-san is not noted for its altitudes. The highest peak of all is Biro-hō (*Pi-ro-pong*) 5,405 feet above sea level. Next come in the order given Yeirō-hō (*Yong-rung-pong*), 5,283 feet; Saika-hō (*Chai-ha-pong*), 5,240 feet; Gesshutsu-hō (*Uol-chul-pong*), 5,214 feet; Nisshutsu-hō (*Il-chul-pong*), 5,121 feet; Miroku-hō (*Mi-reuk-pong*), 5,075 feet; Hakuba-hō (*Paik-ma-pong*), 4,983 feet; Shūkō-jō (*Chung-hyang-song*), 4,607 feet; Shūsen-hō (*Chip-son-pong*), 4,458 feet; Bōgun-dai (*Mang-gun-tai*), 4,392 feet; and others. These are all found scattered over the saddle of Inner and Outer Kongō, and, for the most part, are difficult to climb, their precipitous cliffs obstructing the way. Among those which are comparatively easy of ascent are Hakuun-dai, Insen-dai, Bōgun-dai, Biro-hō, Miroku-hō, etc.

The group of peaks running from Yeirō-hō through Biro-hō to Gesshutsu-hō form the central as well as the highest portion of the whole mountain, and most of the streams rise in this region. Among them, mention must be made of the Higashi-kongō river, which rises at the southern foot of Biro-hō, and winding its picturesque way through the Inner Kongō, flows by the Chōan-ji temple, which is the headquarters for the sightseeing ascent of Inner Kongō. In its upper course, it creates Bambaku-dō, a canyon of a myriad of cascades, typical of the splendid ravines of Inner Kongō. It also creates Hyakusen-dō, Suiren-dō and Hyakutō-dō, making itself the very life of the natural beauty of Inner Kongō.

The river which rises at the northeastern foot is the Shinkei-sen. In its upper course it is called the Gyokuryū-kei, the name given to

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SEIYŌ-JI TEMPLE, INNER KONGŌ.

this charming scenery so representative of the beautiful ravines and waterfalls of Outer Kongō. Kanka-kei, which forms the gorge near Bambutsu-sō and flows placidly on its course, empties at a point east Onseiri (the headquarters of the sightseeing ascent of Outer Kongō) into the Shinkei-sen above mentioned. The latter joins the Nan-kō (also called the Sekiheki-kō), which in its turn reaches the sea near Kōjō. The river which rises at the southeastern foot of Gesshitsu-hō, skirting the northern side of Shichihō-dai (altitude, 4,200 feet) and of Insen-dai, and flowing eastward through the ravine of New Kongō, discharges into the Nan-kō.

In their upper stretches all these rivers form the grand gorges characteristic of Kongō, and it is to them that Kongō-san is indebted for the greater part of its marvelous scenic features. Innumerable gigantic rocks of grotesque shapes are found strewn throughout these watercourses. These are the rocks which fell into the streams in prehistoric days when the general collapse of the mountain took place. These rocks, in all sorts of positions in the midst of waters which are as clear as the rarest crystal, now transform the currents into dashing rapids, now into cascades and cataracts, now in serene pools of emerald green in the deep chasms.

There is another river named the Kongō-sen, which has its source on the western side of Onsei-rei, Outer Kongō, and, touching the western base of Kongō-san, flows down to Makki-ri, forming the upper course of the Kan-kō (see P. 62). This river, it may be said, contributes comparatively little to the scenic beauty of the mountain. Sightseers usually follow the routes formed naturally or artificially along these mountain streams.

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Animals and Plants.

The fauna of Kongō-san comprises a large variety of animals. Among others there are tigers, panthers, bears, wild boars, wolves, antelope, foxes, racoons, hares, squirrels, etc. The principal birds are pheasants, wild pigeons, wild geese, and the other smaller feathered kinds, such as are commonly found in Chōsen. No danger, however, need be feared at all by the tourist from wild animals. These are only found in the most remote and deepest recesses of the mountain and they seldom, if ever, leave their haunts except in the winter season. The smaller animals, such as squirrels, for instance, are in evidence at all times and in most places, to the no little diversion of the explorer.

The flora on the other hand, furnishes an inexhaustibly rich field for the student of plants, as may be seen from the fact that Dr. Nakai, a noted Japanese botanist, has discovered two new genera and more than twenty new species on the mountain. The trees most commonly found are such needle leaved trees as the pine (*Pinus koraiensis*), cypress (*Chamaecyparis obtusa*), fir (*Abies firma*), larch (*Larix leptolepis*), etc. and such broad leafed trees as the maple (*Acer palmatum*), cherry (*Prunus donarium*), *quercus glandulifera*, sumac (*Rhus vernicifera*), etc. Above all, *Thuya japonica*, a special plant indigenous to the soil, is a rare species which can hardly be found anywhere else.

In the depths of the mountain there are many virgin forests with trees growing so thickly and luxuriantly that the sunlight is shut out altogether. As for the alpine flora, it is of such variety and abundance, that its students and admirers cannot easily tear themselves away from its irresistible beauty and fascination: it is a feast for the eye and a delight to the soul. Among the most curious species of the alpine plants are *Lilium cerneum* (a kind of lily), *Hanabusaya Asiatica* (a kind of bell flower), gentians (*Gentian scabra*) quite unrivalled for their size, beside others.

The charming tints of foliage, intermingled with various plants in full bloom, which are to be seen from late summer till mid-autumn, turn the mountain into a flowery, entrancing wonderland.

Temples, Cloisters, and Monks.

As Kongō-san was once the heart and center of Buddhism in Korea, the temples and cloisters, when at the height of their glory, numbered as many as one hundred and eight. But the decline of the religion has caused many of them to fall into decay and ruin, until at present there are no more than fifty, the majority of them being in Inner Kongō. Among the chief temples now extant may be mentioned the Yusen-ji (*Yu-jom-sa*, near New Kongō), the largest of all: followed by the Chōan-ji (*Chang-an-sa*, Inner Kongō); Hyōkun-ji (*Pyo-hun-sa*, Inner Kongō); Shinkei-ji (*Sin-kyoi-sa*, Outer Kongō); Shōrin-ji (*Song-nim-sa*, New Kongō); Seiyō-ji (*Chong-yang-sa*, Inner Kongō); etc. The cloisters belonging to these temples comprise the rest of the religious houses. Some of these cloisters are for the monks; others, for nuns. Of them the largest and most widely known is the Makaen-an, at Inner Kongō, the next in importance being the Hakka-an, Reigen-an, Mankai-an, Anyō-an, Fumon-an, Futoku-kutsu, (all in Inner Kongō); Hannya-an, and Tokudō-an (near the Yusen-ji temple); Fukō-an and Fuun-an (near the Shinkei-ji temple); etc.

The temples have from half a dozen to scores of buildings in their precincts and all are comparatively easy of access. The cloisters, on the other hand, are far from being accessible; some of them being located on the mountain side, some overhanging cliffs,

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others hugged at the bottom of deep ravines.

The buildings of these temples and cloisters embody, each one of them, an architectural glory of Old Korea, and add greatly to the scenic beauty of Kongō-san.

At present it is said that about four hundred and forty monks and about eighty nuns are living in these temples and cloisters and dwelling, as they do, in the heart of the mountain and far beyond the pale of civilization, the majority of them as might be expected, do not boast a high degree of knowledge. The daily occupation of most of them is to chant passages from the Buddhist Scriptures, while some of them are said not to utter a word for years, observing a profound silence for a task. They do not assist in the performance of funeral rites: and all are content with the plainest living imaginable!

General Information.

Routes to Kongō-san. There are two routes to Kongō-san. One is called the Inner Kongō Route and leads from Heikō Station (76 mls. from Keijō; see P. 72) on the Keijō-Genzan Line, by land, to the Chōan-ji temple (see P. 99), the headquarters for the sightseeing ascent of Inner Kongō. The other, which is called the Outer Kongō Route, leads from Genzan, (140.4 mls. from Keijō; see P. 74), the terminus of the Keijō-Genzan Line, by land or sea to Onseiri (see P. 106), the headquarters for the sightseeing ascent of Outer Kongō.

Inner Kongō Route This route, as stated, leads from Heikō Station through Kinka, Kinjō, Shin-an, and Makkiri to the Chōanji temple, situated at Chōenri, Waiyō County. Its total length is 88 miles. One daily return automobile service is operated over the whole distance by the S. M. R. Co. Time, one way, 6 hours. Fare, one way, ¥10.60 per person.

Leaving Keijō by the morning train Heikō Station is reached by noon. There connection is at once made with the automobile, which bring the passenger to the Chōanji temple by evening. The return trip also takes a day.

Outer Kongō Route. ***Land Route.*** This route, which covers a distance of about 65 miles, leads from Genzan Station through Kotei, Tsūsen, and Chōzen to Onseiri, Kanjō County. On this route a daily return automobile service under the management of the S. M. R Co. is available. Time, one way, 5 hours. Fare, one way, ¥10 per person.

Leaving Keijō by the morning train, the tourist arrives at Genzan in the afternoon. Thence the automobile brings him to the Kongō-san Hotel at Onseiri by evening. The return trip follows the reverse order to this.

Sea Route. For a diversified route, the distance between Genzan and Chōzen can be covered by steamer (Chōsen Yūsen Kaisha); that between Chōzen and Onseiri (about 5 mls.) by automobile or *jinrikisha*. From June 1 till October 31 there are six regular steamship services monthly between Genzan and Chōzen. The voyage, which takes seven hours, will enable the passenger to enjoy the en-

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chanting view of Sōseki-tei, at Kotei (see P. 106) from the deck of the steamer.

Fare between Genzan and Chōzen: 1st class, ¥2.90; 2nd class, ¥2. *Jinrikisha* fare between Chōzen and Onseiri, about ¥1,

Note. As the steamers leave Genzan in the morning and Chōzen in the night, it is advisable that passengers from Keijō should ascertain the sailing day of the steamer they intend to take and get to Genzan on the preceding day. The automobile service between the two sections above referred to is available only during the mountaineering season (from June 1 till October 31), as are also the other facilities for sightseeing of Kongō-san. Automobile accommodations may, as is sometimes the case in the season, prove insufficient to meet the needs of the congested passenger traffic. The traveler will do well, therefore, when leaving Keijō to engage at Nandaimon Station, a seat in the automobile in advance. If much baggage is carried, a charge is made for it.

SARIRA TOWER, HAKKA-AN, INNER KONGŌ.

Round Trip Discount Tickets. For the benefit of Kongō-san sightseers, the S. M. R. Co. issues second and third class railway and automobile or steamship combination tickets, which are on sale at Fusan, Taikyū, Nandaimon (Keijō), Jinsen, and Heijō Stations.

Railway and Automobile Combination Return Tickets. A thirty per cent discount of the railway fare is allowed on these tickets. They are good for thirty days on four different routes, of which the choice is offered of:

(1) Departure station—Heikō—the Chōanji temple—Onseiri—Genzan—departure station.

(2) In the reverse order of the first route.

(3) Departure station—Genzan—Onseiri—Genzan—departure station.

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(4) Departure station—Heikō—the Chōanji temple—Heikō—departure station.

Railway and Steamship Combination Return Tickets. On these tickets a discount of thirty per cent of the railway fare is also allowed They are good for twenty days. That part of the route which is between the departure station and Genzan is by train; that between Genzan and Chōsen, by steamer. The return trip follows the same route, the order being reversed. The tourist gets back to the departure station.

When to Visit the Mountain. The best season in which to visit Kongō-san is no doubt midautumn, between the latter part of September and the middle of October. At this time of year the peninsula of Chōsen enjoys a long unbroken spell of ideal weather for outings. All Nature is mellow and balmy. Health is in the air. The whole mountain is adorned with the gorgeous tints of autumn. The scenery is entrancing and charming beyond description. But in spring the mountain has a beauty of its own, too. The abundance of cherry trees and azaleas, which begin to bloom about the end of April and thrive till the early part of May, and the refreshing verdure of young leaves and the luxuriant vegetation which follow the flowers, make the mountain one of the most delightful recreation resorts.

Nor is summer bad for those who can afford to make a prolonged stay in the mountain, where it is agreeably cool all through the season. The one drawback is that the weather is rather rainy, especially in the early part of summer. In case of any long continued rainfall, the stream will rise, greatly obstructing the passage in many places. In winter, the mountain is seldom visited, as the rivers are ice bound and the frozen rocks and snow covered mountain slopes are too slippery and treacherous for foothold.

Note. The automobile service, hotel accommodations, and all the other provisions for tourists to the mountain are available only from June 1 until October 31, so that the sightseeing of Kongō-san had better be done during this period.

Preparations for Sightseeing. As already mentioned, the Chōan-ji temple, headquarters for the ascent of Inner Kongō, and Onseiri, for that of Outer Kongō, can be reached conveniently by train, automobile, or steamer, as the case may be. But beyond those points no such transport facilities are available. The sightseer must be prepared to tread steep, narrow paths or where there are practically no paths to force his way through thick growing underbruth or dense forests; to cross rock studded streams by stepping from one stone to another; to scramble up cliffs nearly perpendicular by clinging to roots of trees or projecting rocks; or to crawl, by the help of iron chains, on colossal crags overhanging deep chasms. It would be, however, the height of folly to give up the climbing of Kongō-san because of the arduousness of passage; because the enticing panoramic view which unrolls itself at every turn more than

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recompenses the tourist for his efforts. The proverb "Nothing venture, nothing have" applies here as well as everywhere else.

For his mountaineering the tourist is advised to dress as lightly as possible, preferably wearing straw sandals, or *waraji*, as they are called in Japanese, which can be obtained at the hotels on the mountain. If, however, he does not like this strange footgear, to which he is not accustomed, he may wear light, rubber-soled shoes or put on *waraji* over his shoes.

A broad brimmed hat should be worn as a protection against the direct sunshine, which is rather intense. An alpenstock, and a water bottle, some crystallized sugar, and towels, are among the indispensable articles for the kit bag. Thick woolen shirts had better be provided to counteract the low morning and evening temperatures which are chilly even in midsummer. In case of putting up at a temple or cloister, it is well to carry simple bedding, provisions, and insecticide.

COLOSSAL BUDDHA IMAGE, INNER KONGŌ.

Hotels and Inns. There are two hotels on the mountain. One, at the Chōanji Temple, Inner Kongō, is the Chōanji Hotel. The other, is the Kongō-san Hotel, at Onseiri, Outer Kongō. Both are under the management of the S. M. R. Co.

The Kongō-san Hotel. Though on a small scale, with nine rooms, it has all the accommodations of a hotel, having been well designed. It is equipped with electricity and other modern conveniences. Charges: American plan, single bed, from ¥8 up; double, from ¥12 up.

The Chōanji Hotel is a reconstructed house which originally was one of the buildings of the Chōanji Temple. While inferior to the Kongō-san hotel in appointment and accommodation, it yet has

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a style of its own, which is tastefully rural. It has ten rooms. Charges: American plan, single bed, from ¥7 up; double, from ¥11 up.

Japanese Inns. These may be found at Onseiri, Chōzen, Kōjō, etc. Charges: from ¥2.50 up, per day. ***Lodgings at the Temples and Cloisters.*** The Chōan-ji, Hyōkun-ji, Makaen-an, Yusen-ji, and Shōrin-ji temples assign rooms to those who want to lodge there. These rooms are heated from under the floors by Korean stoves. Bedding is not furnished. The food served is cooked in the Korean fashion. No charge is made for lodging; but board is charged for at the rate of 50 *sen* per meal.

Guides. The paths in the mountain are so obscure and intricate, that it is easy to go astray into some unfrequented retreat in the depths. In order to avoid any such mishap, it is advisable for the tourist to have the manager of the hotel procure a guide for him. The guide will serve him as a porter as well, carrying his baggage. The wages differ somewhat with Japanese and Koreans, but the average will be about ¥2 per man per day. If the guide is taken from Inner to Outer Kongō or *vice versa*, the charge is about ¥3 per day. English speaking guides can be hired at the Chōsen Hotel, Keijō.

Post, Telegraph, and Telephone. There are post offices at Onsenri, at the Chōan-ji Temple (open during the mountaineering season only), Chōzen, and Kōjō. Postal matter and telegrams (including European telegrams) are handled. There is a telephone service between Onsenri and the Chōan-ji Temple.

Means of Communications in the Mountain. No transport facilities being available in the mountain, which is full of narrow, steep paths, traveling on foot is the most convenient and safest method for the tourist. But, when necessary, as for instance, in the case of women tourists, palanquin "chairs" can be used. These "chairs" are made of cane and are carried by two men, with two additional men to relieve them. Fares: one chair, about ¥10 per day.

Jinrikisha and automobiles are available for a part of the routes. Between Onseiri, Outer Kongō; and Kōjō, Sea Kongō; and between the Chōan-ji Temple, Inner Kongō; and Saidō (part of the route connecting Inner and Outer Kongō), automobiles can be had. Between Chōzen and Onseiri, and between Kōjō and Fukendō, *jinrikisha* can be obtained. Fares: automobile, about ¥5 per hour; *jinrikisha*, about 20 *sen* per mile.

Junks for sightseeing of Sea Kongō can be hired at the seaside. Fares: a junk for four or five persons, about ¥3, per half day.

Program for Sightseeing and Itineraries. The wonderful views and picturesque places of Kongō-san are scattered over a large tract of land which extends from Inner to Outer Kongō. Fully ten days

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are required by even the most robust pedestrians to traverse all the scenic and historical points of interest. The routes vary so much in their attractions and in the nature of their trails, that it would be futile as well as tedious to try to describe all of them in full detail here. Fortunately, the most remarkable of the scenic features of Inner and Outer Kongō are generally so situated that the majority of them can be visited in a couple of days by tourists starting either from the Chōan-ji Temple or from Onseiri. The sight of either one, i.e.: Inner, or Outer Kongō, will give the tourist a general idea of what the wonderful scenery of Kongō-san is like.

Those who have more time at their disposal may, with added interest and benefit, view and compare both Inner and Outer Kongō; which may be done by connecting mountain paths between the two sections. There are two routes between Inner and Outer Kongō. One starts from the Chōan-ji Temple, passes Makkiri and Saidō, then over Onseirei to Onseiri—a distance of 26 miles, which can be covered in a day. On the way Bambutsuso can be visited. The other route starting from the Chōan-ji Temple is through the two steep passes Naimuzai-rei and Kaizan-rei, to Onseiri—a three days' journey, making it necessary to spend two nights at temples or cloisters on the way—increasing the novelty.

The first route is comparatively monotonous. The second or latter, on the contrary, abounds in arduous paths and requires a very much longer time, but those who take this route will be rewarded by the sight of such noted scenic attractions as Myōkisshō, Insen-dai, the Yusen-ji Temple, and New Kongō. The complete program for Kongō-san sightseeing would be a combination of these two routes, which make a circuit of the mountain.

For those whose time is limited the following suggestions for itineraries, based upon the above routes, are given.

(a) **For the Inner Kongō** only (with the Chōan-ji Hotel for headquarters). *First Day.* Chōan-ji temple—Meikyō-dai (ravine)—Reigen-an (cloister)—Suiren-dō (waterfall)—Bōgun-dai (peak)—returning to Chōan-ji temple. *Second Day.* Chōan-ji temple—Sambutsu-gan (Buddhist images on rock)—Hyōkun-ji temple—Seiyō-ji temple—Bambaku-dō (ravine)—Makaen-an (cloister)—returning to Chōan-ji temple.

(b) **For the Outer Kongō** only (with the Kongō-san Hotel, at Onseiri, for headquarters). *First Day.* Onseiri—Kanka-kei (ravine)—Bambutsu-sō ("Aspects of Myriad Things")—returning to Onseiri. *Second Day.* Onseiri—Shinkei-ji temple—Gyokuryū-dō (ravine)—Kyūryū-en (waterfall)—Hattan ("Eight Pools")—returning to Onseiri. *Third Day.* Onseiri—Sanjitsuho (lake)—Sea Kongō—returning to Onseiri.

(c) **Sightseeing of both the Inner and Outer Kongō.** *First Day.* Chōan-ji—Meikyō-dai—Reigen-an—Suiren-dō—Bōgun-dai—returninig to Chōan-ji. *Second Day.* Chōan-ji—Sambutsu-gan—Hyōkun-ji—Seiyō-ji—Bambaku-dō—Makaen-an—returning to Chōan-ji. *Third Day.* Chōan-ji—Saidō (village)—Onseirei—Bambutsusō—Onseiri. *Fourth Day.* Onseiri—Shinkei-ji—Gyokuryū-dō—Kyūryū-en—Hattan—returning to Onseiri. *Fifth Day.* Onseiri—Sanjitsu-ho—Sea Kongō—returning to Onseiri. *Sixth Day.* Onseiri—Fugen-dō—Kaizan-rei—Yusen-ji. *Seventh Day.* Yusen-ji—Insen-dai ("Twelve Cascades" of New Kongō)—Myōkisshō—Hakuun-dai—Makaen-an. *Eighth Day.* Makaen-an—Biro-ho—Chōan-ji.

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INNER KONGŌ.

Route Between Heikō and the Chōan-ji Temple. The distance—88 miles—between Heikō and the Chōan-ji temple can be covered by automobile in about six hours. Leaving the train at Heikō Station for the automobile, the town of Heikō is soon passed. Proceeding southeast along the Kasen road, a good view of Goyu-san (altitude, 3,680 feet) on your left is had. Kinka (14 mls. from Heikō) is soon reached. The chief town of the county of the same name, Kinka, has a population of 600. It is at the junction of the Keijō-Genzan and the Kasen roads.

From Kinka the route runs northeast along the road connecting Keijō and Genzan. The Nandai-sen, a tributary of the upper Kankō, is crossed and when Kinjō (28 mls.) is passed, the run to Shōdōri (35 mls.) is short. The small road branching off to the east at this point is a short cut to Makkiri, but, as it includes the steep pass of Dampatsu-rei (altitude, 3,000 feet), it is extremely arduous.

The road is level northward from Shōdōri, crossing the Seishin-kō, and reaching Shin-an, a small village (50 mls.) Here it leaves the Genzan road, and skirting the foot of the mountain, passes Kasen, where the road begins to take an up grade. The slope grows steeper and steeper up to the summit of Bokuha-rei (altitude, 3,515 feet). Here can be seen the splendid sight of the various peaks of Kongō, one piling upon another in the distance to the east. It is short ride from this point to Makkiri or *Malhuili* (81 mls.) This village, which is also called Hokusō, is the distribution center for goods of the surrounding lands. It is the first gate-way to Inner Kongō. The river which skirts its eastern end is the upper course of the Shōyō-kō, into which flow all the waters north of Inner Kongō. The Shōyō-kō joins the main stream of the Kan-kō, which, after flowing a distance of about 200 miles, empties into Kōka Bay.

Crossing the river at the eastern end of Makkiri, the traveler is really entering Kongō-san proper. Over a little hill just ahead is the village of Sōsen, where rushes the boiling stream of the Chōen. The ravine, growing deeper and narrower turn by turn, is walled by precipitous cliffs on both sides. The mountain scenery becomes impressive with beauty, instinct with life and soul.

CHŌAN-JI TEMPLE, INNER KONGŌ.

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Tōkyori 塔巨里 is reached by going eastward for about 2.5 miles along the stream. It marks the site where once stood the Chōen-ji temple. One of its relics is a three storied marble pagoda (14.5 feet in height). The pagoda has carvings on the four sides, a little above its base of the images of *Brahmadeva*, *Sakra devānām Indra*, and *Caturmaharajakāyikas*. Together with the stone pagodas of the temples of Seiyō-ji (see P. 102) and Shinkei-ji (see P. 108) this is an excellent example of the art of stone sculpture of the *Sinla* Age.

Leaving Tōkyori and crossing the Geisen-kyō bridge to the right bank of the stream a pine grove and a fir forest is passed, above which are seen the quaint rocky formations of Chōkei-hō. After crossing another bridge named the Bansen-kyō, the automobile journey ends at the Chōan-ji temple (7 mls. from Makkiri and 88 mls. from Heikō).

The Chōan-ji Temple 長安寺 (*Chang-an-sa*). The temple stands in a secluded spot, facing a row of old trees on the opposite side of the stream; behind it, is a group of verdure clad peaks which rise high into the sky. The temple's blue tinted halls and vermilion colored towers, now seen, now hidden, as the observer shifts his position, lend to the dignity and impressiveness of the place.

At one corner of the enclosure is the Chōan-ji Hotel (see P. 95), which is the headquarters for the sightseeing ascent of Inner Kongō.

The temple was first founded during the reign of King *Pophung-wang* of *Sinla*, about fourteen centuries ago, and in the past it could boast of the splendor and magnificence of its structures. It has since then gone through many vicissitudes, and many reconstructions and repairs have been made on it. During the Japanese expedition to Korea (in the era of *Bunroku*, 1591–1593), all the buildings were destroyed by fire as a consequence of the devastating warfare. For a long time afterward the temple was left in a state of desolation and neglect. The edifices now extant are those reconstructed after the style of architecture of the middle of the *Li* Dynasty, and consist of six main halls and a number of other buildings. Though inferior to the early structures, in elaborateness of their architectural technique, some of its present buildings are characterized by grandeur and splendor in their construction: this being especially the case with the Daiyūhō-den hall and the Shiseiden hall. The images of Buddha and the mural paintings in these halls are conspicuous in their craftsmanship, and well illustrate the flower of modern Korean art.

Connected with this temple, one of the largest of its class in Kongō-san, and second only to the Yusen-ji temple, are the neighboring cloisters of Chōkei-an, Fumon-an, Gyokusen-an, Anyō-an, Jizō-an, and Reigen-an.

Meikyō-dai 明鏡臺 (*Myoug-kyong-tai;* Clear Mirror Stand) is about one mile from the Chōan-ji temple. It takes about forty minutes, the path being steep. After leaving the temple the path

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follows the right bank of the ***Hyakusen-dō***, soon crossing the rapid. From there the walk is for some minutes along the Kōsen-kō (which here joins the stream first followed) until a sequestered glen is reached. After enjoying the fine views of Jizō-an (cloister) and Kōryū-tan (pool) on the way, and crossing and re-crossing the stream a couple of times, the traveler gets to Meikyō-dai, which is a single slate-like rock of colossal size and of the color of burnt sienna standing on the side of the stream and encircled by tree clad crags. Such is Meikyō-dai, casting its shadow undisturbed on the face of the crystaline water in the pool below. Meikyō-dai, or Clear Mirror Stand, reflects, so runs tradition, everything committed by the offender during his mortal life, when he is placed here by the Ruler of Hades for judgment.

Reigen-an Cloister 靈源庵 (*Lyong-won-am*) is 2 miles from Meikyō-dai. It takes about 2 hours for the round trip. Leaving Meikyō-dai and passing under a natural stone arch, the trail leads along a boulder filled stream through a thickly wooded forest which grows more and more luxuriant with the ascent. The quaint shaped peaks and wild looking ridges, overhanging the narrow, deep valley, lend enchantment to the view at every turn. The ravine extending from this point to Reigen-an is called the Reigen-dō Gorge.

MEIKYŌ DAI ROCK, INNER KONGŌ.

From here a small, faint winding path, now lost, now found, leads to the Reigen-an cloister, on the western foot of Jizō-hō. This cloister, one of the greatest of its kind in Kongō-san and in size and importance second only to the Makaen-an, was founded, it is said, by a Buddhist priest, *Lyong-won*, during the *Sinla* Age. From Yō-shō-dai, a height opposite the cloister, there is a splendid sight of the sky scraping peaks of Shisha, Zainin, Jūō, and Hangan, and others rising close by. This superb view can hardly be surpassed anywhere, and, while gazing, a sense of quietness and solitude seems to dominate the observer.

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A Ravine near Gyōshidai, Outer Kongō.

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Suiren-dō 水簾洞 (*Suyom-dong*). On the descent, about a mile below the Reigen-an cloister on the path used on the ascent is a narrow, rugged trail running along the right hand side of the stream. It is a mile up this trail (2 mls. from Meikyō-dai), to the noted waterfall, called Suiren-dō. Its two slender streams down the rocky cliff with the view half obstructed by branches of trees affords an exquisite picture: as if one were looking at the blue sky through a screan of crystal bars of the daintiest workmanship.

The ravine itself passed on the way is a great marvel of Nature and compares favorably with Bambaku-dō, generally regarded as the representative of the scenic gorges of Inner Kongō.

Hyakutō-dō. Farther up the stream is Hyakuto-dō: a strange, unique spectacle. Ten or more gigantic pagodas, each from eight to twenty stories high as well as of innumerable small white ones, all chiseled by Nature herself out of native rocks, challenge human ingenuity and skill. While the rocky trail makes the place difficult of access it is worth the trip.

Bōgun-dai 望軍臺 (*Munkun-tai*). Two miles from Suiren-dō, along the stream skirting the peak on the left, is a rocky hill, extremely steep and narrow. Near by are the ruins of the cloister called Tosotsu. Proceeding for about half a mile, the path runs out unexpectedly against a rocky precipice of great height which apparently obstruct the way. A close inspection will reveal an iron chain—more than a hundred feet long—hanging over the cliff. With the help of this chain the tourist can work his way up to the summit and arrive at Bōgun-dai (altitude, 4,392 feet). The top of which has a level surface spacious enough for scores to sit on.

The view obtained from this height is superb. Sublimity and magnificent the panorama spread out above, below, and all around is one never to be forgotten. Nature seems to be at her grandest here. Sweeping from north to east, are the steep peaks of Biro, Shūkō, Gesshutsu, and Nisshutsu towering in a row that looks like a mammoth cock's comb; to the southeast loom those of Jizō, Kannon, Miroku, and Chōkei, piling one upon another like so many petals; while far away to the west, peeping out on the verdant mountain side, there is a glimpse of the tiled roofs of the Seiyō-ji temple (see P. 102).

On the way back to the Chōan-ji temple the Anyō-an cloister should be visited. The difficulties of the climb, about like that of Bambutsusō, makes Bōgun-dai accessible only to sure footed persons.

Sambutsu-gan 三佛巖 (*Sampul-gam*), **Hakka-an** 白華庵 (*Paik-wha-am*) In the ravine of Hyakusendō, a little more than half a mile above the Chōan-ji temple, there is an interesting view of Meien-tan. A half mile farther up, along a small path running through the valley, and after crossing to the left bank of the stream, is the singular Sambutsu-gan, a tall rock (over 20 feet in height) standing just like one of the pillars of a gate. On the rock, engraved in bas-relief are three large Buddha images and fifty-three smaller ones, which are said to have been chiseled by *Noiong*, the famous Korean monk who lived about 500 years ago.

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Two minutes from here, the Hakka-an cloister is reached (a little over a mile from the Chōan-ji). Portraits of *Noiong*, *Uchong*, and *Chongho*, the well-known Korean monks, are kept at this cloister. In the enclosure is a *sarira* tower. It is of arabesque design and looks like a large inverted bell. It is of exquisite workmanship.

BAMBAKUDŌ RAPID, INNER KONGŌ.

The Hyōkun-ji Temple 表訓寺 (*Pyohun-sa*) is over a mile from the Chōan-ji temple and the trip takes an hour. This temple stands about 200 yards above the Hakka-an cloister and just beyond the bridge called Gan-ei-kyō. It faces the rapid of the Bambaku-dō as it rushes southward and is sheltered by Seikaku-san at the back The Ryōha-rō forms its front gate. The Nōjinhō-den, Gokuraku-den and Ryūhan-den, which are the main halls, and more than ten other buildings, stand in regular order within the compound.

This temple was founded in 671 A.D. by an illustrious priest named *Pyohun*, during the reign of King *Munmu*, of *Sinla*. The present buildings are those reconstructed in the reign of King *Seicho*, the sixth of the *Li* Dynasty (1419–1450). It is among the largest temples in Inner Kongō, ranking next to the Chōan-ji temple, with more than ten cloisters belonging to it. There are about forty monks living there.

The Seiyō-ji Temple 正陽寺 (*Chung-yang-sa*) is reached after about a half mile, climb up the steep slope back of the Hyōkun-ji temple. It takes about an hour and a half to go there and back. This temple was founded during the reign of King *Namhai*, the second of the *Sinla* Dynasty (10–24 A.D.). The three storied pagoda, which stands in the grounds, is about one thousand years

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old and is an excellent specimen of the stone architecture and sculpture of Old Korea. The hexagonal hall contains mural paintings, ascribed to the famous Chinese artist *Wu-tao-tze*, who lived in Eighth Century. Another treasure of the temple is its 12,000 volumes of the Buddhist Scriptures, printed from the wooden blocks preserved at the Kaiin-ji (*Haiin-sa*) temple in South Chōsen.

Apart from the historical interest of the temple, it is also blessed with a situation which for its pure picturesqueness is rarely found, making it well worth a visit. From the veranda of the Kassei-rō hall (2,700 feet above sea level), it is possible to enjoy, to one's heart's content, a gorgeous panoramic view which takes in the whole of the western side of Kongō-san.

Bambaku-dō 萬瀑洞 (*Mampo-dong;* Canyon of Myriad Cascades). This is the name given to the whole ravine extending, for more than a mile, from a little above the Hyōkun-ji temple nearly up to the Makaen-an cloister. Its endless variety of scenic features, some grand, some enchanting, some quaint, almost weird—each unique and irresistibly interesting—makes it the crowning glory of Inner Kongō, as is Gyokuryū-dō that of Outer Kongō.

Leaving the Hyōkun-ji temple and going up stream, it is not far to the Kongō-mon, a natural stone gate—and here, on the right the roar of the rapid, rushing madly against the stones, quickly commands attention; and on the left is Seikaku-dai, a frowning, grotesque shaped rock.

A little ahead, where the river is joined by another stream, the peak of Kōro-hō rises sheer into the sky. A small path branching off to the left near here is one which, running between the two peaks of Kōro and Seikaku, leads on to the Naientsū-an, the Sen-an and the Shumi-an cloisters.

Bambaku-dō grows more constricted as it passes under Kōro-hō, and its precipices become steeper and its gorge deeper. The turbulent stream winds its way, tossing wildly against or over the rugged rocks and reefs, churning and boiling all the while. The so-called *"Eight Pools"* of Inner Kongō are formed here. They are Kokuryū-tan (Black Dragon Pool), Biwa-tan (Lute Pool), Hekiha-tan (Blue Wave Pool), Funsetsu-tan (Snow Spray Pool), Shinju-tan (Pearl Pool), Ki-tan (Tortoise Pool) Sen-tan (Ship Pool), and Karyū-tan (Fire Dragon Pool), being named from the objects to which they bear a resemblance in one aspect or another. Of these pools, charming and of unique interest, Karyū-tan (Fire Dragon Pool) is the most remarkable. The picturesque beauty of Bambaku-dō ends near the foot of Shishi-zan. Beyond this point, the stream no longer chafes and raves against its restrictions but flows calmly on towards the Makaen-an cloister.

All along the way the tourist will notice the graceful Chinese characters engraved on the innumerable big rocks lying on either side. These ideographs, expressing the names of visitors to the mountain who have given alms or other gifts to the monks, have been indelibly carved by the grateful priests

The Futoku-kutsu Cloister 普德窟 (*Potok-kul*) is about half a mile from the Hyōkun-ji temple on the right bank of the stream,

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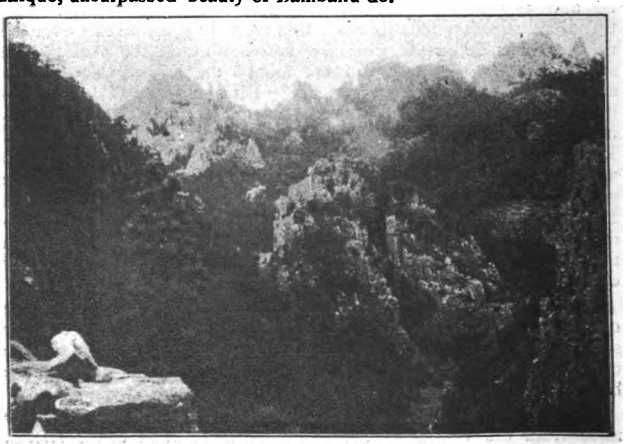
near Funsetsu-tan mentioned above. It stands on an almost perpendicular precipice, several hundred feet high. One end of the building is supported on an iron pillar which is fastened to the rocky wall by means of an iron chain.

The cloister was founded some time in the Eighth Century. Here the priest *Potok* had, so says tradition, devoted himself to *yoga*. The present building is said to be the one reconstructed about two hundred years ago. It is reached by ascending a steep slope for about half a mile, the path running over a natural pavement formed of the native stone.

The Makaen-an Cloister 摩阿行庵 (*Makayun-am*) is about one mile from the Hyōkun-ji temple. This is the largest cloister in all Inner Kongō and is situated in the heart of the mountain. Though its foundation, according to tradition, was laid in the Seventh century, the present buildings are thought to be about ninety years old.

Rooms are to be had at the cloister, but as bedding is not provided the tourist must bring with him some bedclothes as well as his provisions.

A superb view is obtainable here of a group of jagged, rocky ridges across a picturesque canyon. This cloister is at an elevation of about 1,700 feet. For ten square miles around it is a plateau from which rise the important high peaks of Biro, Shōgun, Miroku, and others. On the plateau itself all the streams flow slowly and placidly, but, once out of the tableland, they plunge along with tremendous force, their tremendous energy expressing itself in the unique, unsurpassed beauty of Bambaku-dō.



NEW BAMBUTSUSŌ, OUTER KONGŌ.

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The Mankai-an Cloister 萬灰庵 (*Manhoi-am*). The small Mankai-an cloister is at the foot of Kannon-hō, about a quarter of a mile north of the Makaen-an cloister, in a quiet, sequestered situation. It is surrounded on all sides by many peaks of grotesque rocky formations.

Hakuun-dai Height 白雲台 (*Paikun-tai*) A quarter of a mile up the steep slope east of the Mankai-an cloister brings one to an almost perpendicular cliff, the top of which can be attained after a stiff climb with the aid of the iron chain bound there. The height is Hakuun-dai, which is the end of the extension of the range running south from the peak of Shūkō-jō. The summit forms a narrow strip of level land, about three hundred and fifty feet from north to south and forty feet from east to west. The view from here is magnificent, almost equaling that from Bōgun-dai (see P. 101). In the back view is the fantastic Shūkō-jō, its swelling peak thrust high into the sky; to the west, and south, across the deep ravines, the various high peaks of Bambaku are seen.

Myōkisshō 妙吉祥 (*Myou-kil-sang*, colossal Buddha Image). A work attributed to Chinese artists lies about half a mile east of the Makaen-an cloister and on the left side of the route leading through the Yusen-ji temple, Outer Kongō, to Onseiri. This is a colossal Buddha image in a sitting posture, sculptured out of the rock wall. It is 50 feet high, and at the knees is 30 feet broad. Three flights of stone steps lead up to the statue. About 2 miles farther on, through Shisen-kyō, rises the peak of Naimuzai-rei (see P. 114), which is the dividing line of Inner and Outer Kongō.

Biro-hō 毘盧峯 (*Pi-ro-pong*) This is the highest of the "twelve thousands" peaks of Kongō-san. It is 12 miles from the Makaen-an cloister to this peak and back, a one day's trip. The usual way to ascend this peak is to start from the Makaen-an cloister, and passing Myōkisshō as described above, turn left along the stream when close to Shisen-kyō bridge; then with care and caution follow the obscure path through the thick forest. Finally this path disappears altogether, leaving one to proceed with the head of the peak, the only landmark. All the while the picturesque prospect of the ravine grow ever broader and grander. The summit can be attained in four or five hours from the cloister.

Standing on the apex of the peak and looking down upon the perpendicular craggy precipices ranging like great walls all around, their bases lost in the dizzy depths an unbearable sense of solitude seems to seize the observer the awesomeness of it all seems chilling.

Note. This trip is so indescribably arduous, that none but robust climbers, with the spirit of adventure can ever hope to make it successfully.

OUTER KONGŌ.

Route between Genzan and Onseiri. The automobile route between Genzan and Onseiri is about 64 miles and can be covered in five hours. Taking the automobile at Genzan Station (see P. 74) and passing through the Korean Town of Genzan, the Katsuma Station is soon left, and the car proceeds to the bank of the Nantai-sen River. In the season salmon run up this stream in great numbers.

As there is no bridge over the river, the automobile and passen-

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gers are ferried across by boat. The road from this point runs mainly along the seacoast, with the blue waters of the Sea of Japan in occasional view, and one small village after another is passed. In about two hours the automobile reaches Kotei, a village (32 miles from Genzan), there is a fine view of Sōseki-tei along the seashore and in less than a mile from Kotei.

Sōseki-tei 叢石亭 is the name given to this long basalt cliff; all of whose rocks are of a beautiful columnar shape. Some look like tall walls; some like monstrous giants; some like big pieces of timber piled one upon another. Here and there some penetrate far into the land. They all present myriads of fantastic forms, which as seen reflected on the blue water, afford a spectacle, which, for its quaintness, can not be surpassed anywhere. If it is desired to enjoy the full view of this unique bit of scenery, the sea route from Genzan should be taken.

Four miles from Kotei brings one to Tsūsen (36 mls.), the county seat of the same name. It has a population of 1,300. After leaving Tsūsen, the route again follows the seashore. Going on with the fishing village of Tōhaku-ri on the left, the road gradually takes an up-grade until a little pass is crossed, when it again skirts the seashore for some distance. The imposing group of peaks towering one upon another and standing sentinel over Outer Kongō are seen in the far distance. In short time, the automobile rounds Chōzen-po Lake lying glittering in the setting sun.

Chōzen (59 mls. from Genzan) is now reached. It is a small port of only 1,300 inhabitants, but a whaling company operated by Japanese keeps it busy and prosperous during the winter whaling season. The neighborhood affords many picturesque views, and the angler will also find abundant opportunities for enjoying this sport. It is 5 miles from Chōzen to Onseiri. *Jinrikisha* are available.

After leaving Chōzen and crossing the hill along the seashore, the run is to the junction where the road meets the one between Onseiri and Kōjō. The next turn is to the right, and crossing the bridge over the Kanka-kei, the run soon ends at the Kongō-san Hotel.

Onseiri 温井里 (*Onchyon-li*) is 5 miles from the port of Chōzen and 64 miles from the port of Genzan It is a small town under the jurisdiction of Kanjō County, and is a starting point for the ascent of Outer Kongō. On the east, it is flanked by the Kanka-kei River having its source near the peak of Onsei-rei. From a height can be seen the peaks of Outer Kongō, soaring one above the other; while below, a birdseye view is obtainable of the mountains and rivers of Kōjō.

Kongō-san Hotel, is the only European style hotel in the town. It is under the management of the S. M. R. Co. (For rates, see P. 95). Near the hotel are 5 tanks, for bathing supplied with salty hot water from the springs in the neighborhood. The accommodations can not be said to be perfect, but the travel worn, dust covered tourist will find in a bath relief from his fatigue.

The Kanka-kei River. 寒溌溪 (*Han-ha-kyoi*) rises near Onsei-rei and forces its way down deep canyon for about 10 miles till it joins the Shinkei-sen, near Onseiri. Though lacking variety for a river in Kongō-san, yet, flowing, as it does, through a narrow gorge, hemmed in by grotesque moutain peaks and with the big numberless boulders lying in the valley, the river has a charm not to be despised. The peaks worthy of special notice are Suishō-hō and Monju-hō on the right side, and Kannon group on the left. The way to Bambutsuso lies along this ravine.

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Bambutsusō 萬物相 (*Manmulsang*). There are two Bambutsusō, the Old and New. The name Bambutsuso, which, literally translated, means "Aspect of Myriad Things," is no misnomer; for the innumerable rocky formations, which here are of such fantastic shapes and dimensions, take on the appearance of creation.

HIHŌ-BAKU WATERFALL.

Old Bambutsusō is about 4 miles from Onsei-ri. The path which leads to it runs along the ravine of the Kanka-kei, and as it is not particularly difficult, three hours are sufficient to cover the distance. Picturesque views, one after another, will charm the tourist, until near the end, he will come face to face with a trio of colossal rocks as sharp and pointed as a blade. These are called Sansen-gan, the most curious rocks of all Bambutsusō.

At the foot of ***Sansen-gan*** stands a tea house, called Bansō-tei, where the tourist may rest and eat the luncheon, he has probably carried with him. The pass below the tea house leads up along the ravine over Onsei-rei to Inner Kongō. On a height two or three hundred yards up a small path along a stream behind the Bansō-tei tea house is Old Bambutsusō. Though abounding in extremely fantastic rocky formations, such as Kimen-gan (Demon-faced Rock) and others of interest, yet it is no match for Shin (new) Bambutsusō in grandeur and impressiveness.

New Bambutsusō, is only about one mile from Old Bambutsusō. It takes, however, more than 3 hours for the round trip, the path being a defficult one to climb. From Old Bambutsusō, the way leads to the deep canyon below, from whence the tourist must pick his way on the granite slates of an acute incline which forms the bed of the glen. An infinite variety of precipitous peaks and perpendicular ridges will greet him as he toils up the gorge. About half a mile up, he leaves the ravine and is obliged to clamber where there is hardly a path, with the peak of the mountain as his only guide. Now begins

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the most arduous part of the trip, where it means literally to crawl up by clinging to the nearest object, be it branch, root, or rock. In this wise is attained the Kongō-mon, a natural stone gate near the summit of Gyokujo-hō. On it is engraved 金剛第一關 "First Gateway of Kongō."

Once inside the gate, the tourist will find himself standing on a perpendicular cliff, thousands of feet high, with mists and clouds ceaselessly rolling and unrolling far below his feet,—a spectacle once seen, never to be forgotten. Looking ahead, he will see rocky cliffs sculptured by thousands of winters' efflorescence into all manner of fantastic forms, jagged, and serrated like the teeth of a monstrous saw. The mysterious grandeur of the scene justly makes New Bambutsusō the foremost scenic feature of all Kongō. This rocky height is part of the peak of Gyokujo-hō (altitude, 3,500 feet). The summit, attained by climbing up over the rocks, affords an extensive view that is majestically picturesque. Mountains, distant and near, as far as the eye can reach, are seen piling one upon another and undulating like billows swelling high into the heavens. On the southern side of the Kongō-mon gate are three curiously shaped rocks, called the "Angels' Bath-tubs." The top of each rock is depressed into a hollow basin.

The Shinkei-ji Temple 神溪寺 (*Sinkyoi-sa*) stands about one mile from Onseiri. It takes forty minutes to reach the temple. The narrow path to the right of the road in front of the hotel, leads to the steep hill of Gokuraku-ken, which forms a saddle between the two peaks of Kannon-hō and Bumpitsu-hō. The temple is on the other side of the hill. From Gokuraku-ken, one can have a splendid view of mountain scenery.

The Shinkei-ji temple was founded during the reign of King *Pop-heung* of the *Sinla* Dynasty, about sixteen centuries ago. The buildings have often been destroyed by fire and been reconstructed. The latest fire, which occurred in 1913, reduced two fine edifices to ashes. Two main halls of architectural beauty and several small ones, still remain. About thirty monks live in the temple. In the grounds a five storied stone pagoda stands, said to be about sixteen hundred years old. Affiliated with the temple are several cloisters, which are situated near it. The many rocky peaks reaching into the sky and the thickly wooded forest make the scenery of a satisfying magnificence.

Gyokuryū-kei 玉流溪 (*Okyu-kyoi*). This is the name given to the upper course of the Shinkei-sen extending for more than five miles from Kyūryū-baku down to the Shinkei-ji temple. The splendid beauty of the ravine compares with that of Bambaku-dō of Inner Kongō. The enchanting view of the forest of Bambaku-dō is perhaps wanting in Gyokuryū-kei which, however, can be said to be superior to the other in its wild and even awe inspiring features.

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Leaving the Shinkei-ji temple and entering the dense forest on the right, the tourist will find a path leading to Gyokurū-kei. It will for a while run along the river, and then part company with it, only to meet it again, taking a tortuous course all the time. In the ravine will be seen gigantic rocks lying in great heaps, while on either side of it are verdant trees growing thick and luxuriant. Here and there, the rushing torrent tossing and tumbling against the reefs, transforms itself into fascinating emerald green pools of apparently unfathomable depth. About a mile along the path, another stream coming from the left flows into the river. Near the junction is a small knoll, a good place from which to view the surrounding scenery. On the path to the left along the river are Hekiha-tan and Gyōshi-dai, which should be visited, and then about half a mile through the dense forest is Kongō-mon, a gate formed naturally in rocks.

"Eight Pools," Outer Kongō.

Past the gate, the rocky walls on either side grow steeper and steeper, which, though adding to the charming effect of the ravine, make the path extremely arduous. From here, through Renju-tan and Shinju-tan, which together are called Gyokuryū-dō, as far as the foot of the Hihō-baku fall, the path is made easier with flights of steps made of logs riveted to the rocks and iron chains and railings are also provided. After traversing the river several times, and crossing over the Entan-kyō bridge, the tourist will come to the Kyūryū-baku waterfall. The "Eight Pools" can be reached by climbing up the steep path from the Entan-kyō bridge.

Hihō-baku 飛鳳瀑 (*Pipong-pok*). This waterfall can be seen on the way from Gyokuryū-dō to Kyūryū-en. It fall in one unbroken, though slender stream of water from the top of a steep cliff four or five hundred feet high, an enormous mass of granite rock at an acute incline. The sight is splendid beyond words and inspires a sense of sublimity in the observer. The basin of the falls forms a deep pool of pure, crystaline water. The only flaw in this otherwise perfect fall is the small volume of its water at ordinary times, which somewhat detracts from its vastness and magnificent.

Kyūryū-baku 九龍瀑 (*Kulyong-pok*) is at the uppermost point of Gyokuryū-kei, 7.5 miles from Onseiri. The round trip takes about seven hours. Going down from the Entan-kyō bridge to the foot of

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the cliff, the path leads to a basin surrounded by very large, smooth granite rocks. On the opposite side is a great cataract falling with tremendous force from a perpendicular precipice about two hundred feet high. This is the celebrated Kyūryū-baku, the largest, waterfall in all Kongō. The mighty detonations of the falling waters echo and re-echo in thunderous reverberations in the hollow caverns near by; while the thick silvery spray converts the whole place into a sea of boiling mist and whirling foam. The round pool in the basin of the seething water, is called Kyūryū-tan.

This cataract is in the innermost part of Gyokuryū-kei. It is walled in on all sides by craggy rocks extending as far as the base of Biro-hō, the highest peak in all Kongō, there being no open space anywhere except where the mountain streams wind their serpentine course. The roaring sound of the waterfall breaking the otherwise absolute silence is impressive to the highest degree.

Hattan 八潭 or "*Eight Pools*" lie in the ravine above Kyūryū-baku fall. The full splendor of them can only be seen from the top of the peak of Kyūsei-hō. The way thither lies along the almost perpendicular rocky peak which rises on the right side of Entan-kyō bridge. It is a little over one mile to the summit and takes nearly two hours to go there and back. It is a difficult climb and no one but a nimble limbed person should attempt it.

From the summit into the chasm hundreds of feet below the traveler will be able to see the "Eight Pools," round bodies of emerald green water. They lie in regular succession one below the other in the deep bosom of the ravine, which extend from the rocky peaks of Inner Kongō to the head of the Kyūryū-baku fall. Numerous and exquisite as are all the views of Kongō, this sight surpasses them all in its quality of mystery and bewitching beauty. From here, in another direction, can be seen the blue waters of the sea of Japan,—far away to the east and beyond the multitudinous mountain peaks rising all around.

According to tradition, the Nine Dragons which fought against the Fifty three Buddhas at the Yusen-ji temple and were defeaten by them sought shelter here and dwelt in the "Eight Pools" and in Kyūryū-en.

SEA KONGŌ AND NEW KONGŌ.

Sanjitsu-ho Lake 三日浦 (*Sam-il-po*) is a lake about 7 miles east of Onseiri. It can be reached by turning to the left on the road leading from Onseiri to Kōjō. The lake is about 8 miles in circumference. Nothing now remains of the temple and arbors which once stood, it is said, on the verdure clad islet in the lake; but the beauty of the lake, itself surrounded, as it is, by rocky hills, make it one of the scenic attractions of Kongō.

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Kōjō 高城 (*Ko-song*) is on the left bank of the river Sekiheki-kō (or Nankō, as it is sometimes called) about 8 miles southeast of Onseiri. This place has long been known because of the tradition that the Fifty three Buddhas came to Korea from *Getae*, riding on a iron bell, and founded the Yusen-ji temple. Once the chief town of Kōjō County, Kōjō was later brought under the jurisdiction of Kanjō County and became merely a small seaside village. In the town are the Imperial University Experimental Plantation, Post Office, Military Barracks and several Japanese inns. The river Sekiheki-kō with the pine forest on its bank and with the reflections of the hills near by in its waters is a highly picturesque scene. A walk of a little more than two miles, eastward over a beautiful beach of white sand, will bring the tourist to the sea, where on the left lies Sea Kongō. The beach here is a good bathing resort.

Umi Kongō 海金剛 (*Hai-keum-gang*), is in the sea near Rissekiri, which is a small fishing village, about 2.5 miles east of the village of Kōjō. Rissekiri can be reached by automobile or by *jinrikisha* from Onseiri. The tourist usually leaves the vehicle at a point about a quarter of a mile before he reaches Rissekiri, to which he goes on foot along the shore. Here he can hire a boat, the charge being about two yen for half a day. When the sea is calm, he can fish with rod and line from the boat under the shelter of some rocky islet

"Sea Kongō," is the name given to a great cluster of rocks of curious shapes, extending into the sea from the range of the central peaks of Kongō. Sea Kongō does not compare in magnitude either with Inner or with Outer Kongō, but its gigantic rocks, shaped by efflorescene and the action of the elements through countless ages into all sorts of fantastic forms, make it a replica of Inner and Outer Kongō. Some of the rocks rise above the sea, wild and picturesque, some lie sunken and huddled together at the bottom, yet clearly visible from above when the water is still and clear. The central part of Sea Kongō, which extends from the shore out into the sea and forms the most charming of all its scenery, is called Bambutsusō ("Aspects of Myriad Things"). When the sea is high, an enchanting view can be enjoyed from the shore.

Route from Onseiri to the Yusen-ji Temple. It is about 23 miles from Onseiri to the Yusen-ji temple *via* the Kaizanrei pass. The distance can be covered on foot in about 11 hours, more than half of it being along an easy road. From Kōjō it is about 18 miles to the temple. Starting from Onseiri and following the good road, which leads to Kōjō, for about 7 miles, the traveler will come to the junction of the Shinkei-sen and the Nankō rivers. To the right along the left bank of the Nankō, which flows north and passing the small villages of Shōtanri, Jirōri, and Fugenri, on the way, the traveler will reach Fugen-dō (13 mls. from Onseiri) in about 5 hours.

In this neighborhood the road begins to ascend. At Hyakusenkyō-ri, the road is divided into two parts, following a division of the river, which also occurs here. The road to the right is a new route to Kongō, leading to the Yusen-ji temple by way of the Shōrin-ji temple (3.5 mils. from Hyakusen-kyō; see P. 113). This path is steep and difficult. The road on the left grows gradually steeper and more difficult to climb until the top of the Kaizan-rei (about 5 mls. from Hyakusen-kyō bridge; altitude, 2,870 feet) is reached. Looking back from the summit the tourist will see the white road winding its serpentine course, and will also catch a glimpse of the blue Sea of Japan many miles away.

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The passage down is very easy, the slope being more gentle than the one taken in the ascent. The road runs through a dense forest along a ravine. The view begins to bear a suggestion of what is to come the magnificent scenery of Kongō-san. The junction of the two streams, with a huge rock jutting out over the waters, which is called Kanki-ken, is a vantage point for viewing the surrounding landscape. After the bridge, called Ryūsen-kyō, which has an artistic charm of its own, is crossed, the road grows level and broad, suitable for automobiles, and leads to the Yusen-ji temple, one mile away. Near the bridge to the left, a road branches off, which is a short cut through Zaigaimu-rei to the Chōan-ji temple (11 mls. away).

The Yusen-ji Temple 楡帖寺 (*Yu-jom-sa*) is 23 miles from Onseiri and more than 10 miles from the Chōan-ji temple. This is the largest temple in all Kongō. It is said to have been founded as early as the middle of the *Sinla* Dynasty. According to the old chronicles kept in the temple it happened that during the reign of King *Nan-hai*, the Fifty three Buddhas, riding on an iron bell, came first to Kōjō and then to this mountain, alighting on a gigantic elm tree. A great temple was erected here enshrining the 53 Buddhas. The buildings have been destroyed by fire more than forty times. The present one were constructed in the middle of the *Li* Dynasty. Though lacking somewhat in classical elegance and the interest which comes with age, the temple stands in quiet, secluded grounds surrounded on all sides by great mountain peaks.

SEA KONGŌ.

Beyond the Meigetsu-kyō bridge, in front of the temple a group of buildings standing in a row will be seen. They are: the Sanyei-rō, Goji-mon, Ryūgin-rō, and the main hall itself, called the Nōjin-hōden, glittering in gorgeous colors. On each side are the Suigetsu-dō, Jūō-den, Reizan-den and more than ten other structures.

Of the gold images of the Fifty three Buddhas kept in the Nōjinhōden hall only fifty remain now. More than seventy monks

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live in the temple at present. In the neighborhood are the Hannya-an and the Byakuren-an, cloisters which belong to the temple.

Miroku-hō 彌勒峯 (*Mi-reuk-pong*), is a little over 2 miles from the Yusen-ji temple, requiring one day for the round trip. Starting from the Yusen-ji temple and going for nearly a quarter of a mile on the road which leads *via* Naimuzai-rei to the Makaen-an cloister, Inner Kongō (the whole distance, about 12 mls.), the tourist will come to a foot path which, branching off to the left, leads to the Chūnaiin cloister. Proceeding up this small path for about 5 miles, and seeing the splendid views of Sen-tan Pool, Bankei-dō ravine, and Ki-gan (rock) on your way, the tourist will get to the cloister.

A difficult climb up a narrow steep path, more than a mile long, will be rewarded by a glorious, soul inspiring scene from the summit of Miroku-hō, one of the highest of the Kongō peaks (altitude, 5,075 feet). The peak, capped with a bullet shaped rock of enormous size pointing heavenwards like a huge natural monument, lords it over the less ambitious, low lying hills. A glimpse can be obtained from this peak of the blue sea far away to the east.

N. B. Those who are content with seeing the views of Sentan and Bankei-dō only may visit this as a side trip on the way to the Makaen-an cloister, since it is only a little over a mile from the main road there and back requiring one hour and a half.

Insen-dai 隱仙臺 (*Eun-son-tai*) is about 3 miles from the Yusen-ji temple, and about 7 miles from the Makaen-an cloiser. A little less than a mile from the Yusen-ji temple, on the route leading from the Makaen-an cloister, is the fine view of Kyūryū-shō, the pond where dwelt, according to tradition, the Nine Dragons after they had been hotly chased by the Fifty three Buddhas and before they went to the "Eight Pools" and to Kyūryū-en, Outer Kongō. About half a mile farther up, is a path branching to the right. Following this for about a mile and a half (time required, one hour) through a forest so dense as to exclude sunlight, the traveler will reach Insen-dai, a great peak which commands a magnificent view of the surrounding region. Across the deep ravine of New Kongō are the high peaks of Shūsen-hō and Saika-hō; while, if the traveler looks down into the ravine itself, he will get a birdseye view of the "Twelve Cascades," a part of the glorious scenery of New Kongō,—a sight amply repaying him for his laborious climb.

The Shōrin-ji Temple 松林寺 (*Song-nim-sa*). About 4,5 miles from the Yusen-ji temple and about half a mile up the Makaen road to the right is the path to New Kongō. Following this and passing the steep peak of Gyokuyu-rei the tourist will come to the Shōrin-ji temple in about 3 hours from the Yusen-ji Temple.

The Shōrin-ji temple, which is also called the Gaientsū-an cloister, is situated on the stream at the foot of the peak of Chōrō-hō. It is of great age, and is the first gateway to the magnificent views of New Kongō. Its cloister has lodging accommodations for tourists (see P. 96).

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Shin Kongō 新金剛 (*Sin-keum-gang*). This is the name given to the ravine extending for about 8 miles along the upper course of the stream, above the Shōrin-ji temple. Its discovery is of recent date. In its deeper portion no doubt many a view of surpassing beauty still remains to be discovered, but as the path is unusually steep and difficult, with not a few portions inaccessible by ordinary means, visitors generally content themselves with seeing the "Twelve Cascades," and do not venture farther.

All along the ravine, which is walled in on both sides by high peaks and ridges rising one upon the other, a stream rushes down with a mighty roar against the rocks in its bed. Sometimes the path sheltered by the dense foliage of high, luxuriant trees; is in the deep shade; again it seems to lose itself amidst the steep cliffs which apparently obstruct the way, then unexpectedly it comes out into an open glen whose existence was unsuspected a moment before. The Sōryū-baku and Shiheki-baku waterfalls are to be seen near by.

After a climb of about one mile from the Shōrin-ji temple, there will be seen through the trees on the rocky cliff at the right a great waterfall thundering down through the mist and spray of its own creation. This is the "Twelve Cascades," one of the unique views of New Kongō. The round trip from the Shōrin-ji temple takes more than 2 hours.

N.B. "Twelve Cascades" of New Kongō can be seen from the peak of Insen-dai (see P. 113), as already mentioned, but the enjoyment of it will be enhanced by a visit to it which can be done by an extension of the sightseeing program by one day, going to the Shōrin-ji temple either from the Yusen-ji temple or from Hyakusen-kyō.

Naimuzai-rei 内霧在嶺 (*An-mu-chai-ryong*), is about 4.5 miles from the Yusen-ji temple and about 3 miles from the Makaen-an cloister. Situated in the saddle of the two heights of Shōgun-dai and Banjin-dai, it forms the link between Inner and Outer Kongō. Connecting on the north with the high peaks of Biro, Gesshutsu, and Nisshutsu, and on the south with those of Miroku and Hakuba, it is a part of the range which makes the watershed between the Sea of Japan and the Yellow Sea.

The trees on the summit are stunted into dwarfs by the strong wind prevailing most of the time, but the high peaks rising on all sides unfortunately prevent the observer from enjoying a comprehensive survey of the surrounding country. However on the way there, whichever route is taken, either from Inner Kongō or from Outer, the path will lead through primeval forests, whose trees have never been subjected to axe or saw. The dead leaves piled up knee deep; the numberless gigantic trees fallen through age and decay; the towering branches of the living ones, such as *Pinus pentaphylla*, *Abies firma*, *Chamaecyparis obtusa*, and *Quercus glanduplifera*, affording shade and shelter,—all these render the atmosphere cool and refreshing, even in midsummer, and at the same time inspire one with a sense of sublime solitude.

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HEIJŌ

(PYENG YANG)

Scale 1:25,000

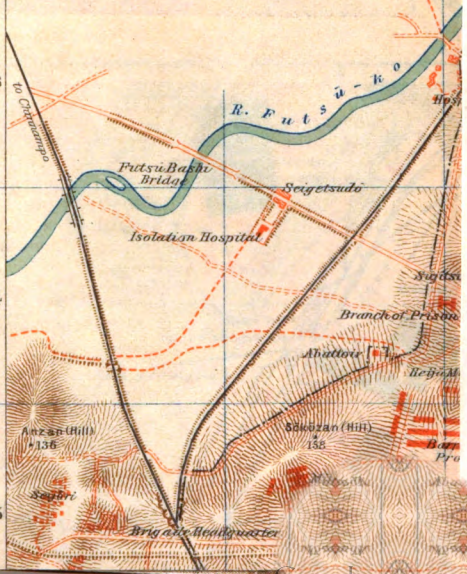
Japanese Ri
0 1/8 1/4

English Miles
0 1/4 1/2

Kilometers
0 1/2 1

REFERENCE NUMBER

1 *Court of Appeal & Local Court of Justice* C.6
2 *Heijō Police Station* D.4
3 *Commercial Museum* ..... "
4 *Kanjō Ginkō (Bank)* ..... "
5 *Heian Theatre* ..... "
6 *Weaving School* ..... "
7 *Sūrei-den* D.3
8 *Girls' Higher School for Koreans* ..... "
9 *Sūjin-den* D.3
10 *Roman Catholic Church* ..... "
11 *Commercial School & First School for Koreans* ..... "
12 *Chōsen Colonial Bank* D.4
13 *Chamber of Commerce* ..... "
14 *Bank of Chōsen* ..... "
15 *Telephone Office* ..... "



DAIDŌ-MON GATE, HEIJŌ.

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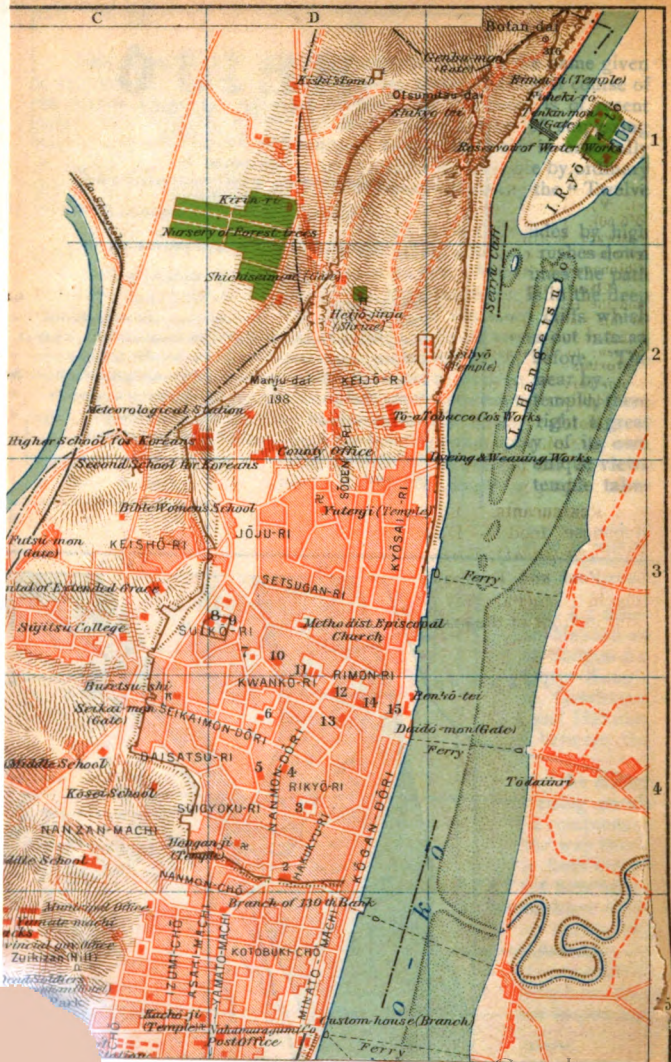

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Route IX. Heijō and Chinnampo.

Heijō 平壤 (Pyeng-yang)

(From Nandaimon 164.7 mls.; from Shingishū 146.6 mls.).

Arrival. Heijō Station is situated in the southwestern part of the city and is reached from Nandaimon (Keijō) in about 6 hours (fare: 1st cl. ¥11.55, 2nd cl. ¥7.40); and from Shingishū in 5 hours (fare: 1st cl. ¥10.25, 2nd cl. ¥6.60). Passengers from Keijō will note the Heijō Colliery Line diverging eastward shortly before arrival at Heijō, and those from Shingishū will catch glimpses of the tower gate on the hill back of the city, as well as of the Chinnampo Line which branches out westward.

Changing Cars. As Heijō is the junction of the Heijō-Chinnampo Line and the Heijō-Colliery Line, passengers for Chinnampo or Shōkori change cars at this station. **Porters** are on duty in the station. They carry passengers' baggage for 3 *sen* a piece. **Jinrikisha:** Within the limits of the city, 30 to 50 *sen;* to Botandai and back ¥1.50; per half-day, ¥1.50; per day, ¥3.00. **Motorbus:** Within the limits of the city, 30 to 50 *sen;* to Botandai, 80 *sen;* Motor car: ¥5.00 per hour if the party consists of four people or less; ¥1.00 per additional person. The car cannot accommodate more than seven people.

Hotels: Miné Hotel (*Midori-machi*), Yanagi-ya (Pl. C 5; *Yamate-chō*); both in pure Japanese style, but very well equipped. Though the food is Japanese, one European dish is served at each meal; Charges, ¥3.00—6.00.

Restaurants. European food:—Musashino (*Sakura-machi*); Japanese food:—Daidō-kan (*Yachiyo-machi*); Shichisei-kan (*Sakura-machi*); Kiraku (*Sakura-machi*).

Post and Telegraph offices and branches are located at Honmachi (Genenal Post Office; Pl. C 5), Nanmon-machi, Daidōmon, and in front of the station.

Daidō-mon Gate, Heijō.

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General Description.

Heijō, the seat of the South Heian Provincial Government, is on the right bank of the Daidō-kō, in 125° 41′ E. lat. and 39° 1′ N. long. In size it is next to Keijō, and it is the greatest commercial center of West Chōsen. It is situated among extremely picturesque surroundings with Mt. Daijō at its back and faces the river Daidō-kō. It abounds in old buildings and other objects of artistic and historic interest.

From the station the city extends north and south along the Daidō-ko, for a total length of about 3 miles. On both sides of the new street leading to the northern end of Yamato-chō (the broad straight road starting in front of the station) there are many public offices, and many Japanese firms and shops. The streets in this neighborhood are well and regularly laid out. The old streets are in the section north of Yamato-chō, formerly called Naijō, or Inner Castle. They are surrounded by walls pierced by six gates, of which only four now remain: Daidō-mon, Shichisei-mon, Futsū-mon, and Seikai-mon. This section is inhabited by Koreans, but unlike most Korean quarters there are few dingy, diminutive houses along the streets, and the streets themselves are broad, due to the recent municipal improvement. Especially flourishing is Nanmon-dōri with great shops closely lining both sides. In the rear of the city there is a succession of verdure clad eminences, including Botan-dai and Otsumitsu-dai, and the great plain of Daidō County extends beyond the Daidō-kō. The surroundings of Heijō city are charming in the extreme. Heijō has a population of 62,800, of whom 13,500 are Japanese.

History of Heijō. Heijō, sometimes called *Keui-röng*, *Sŏ-kyŏng*, or *Lyu-kyŏng*, is an ancient city founded by the Great Ancestor of the Korean *Tan-kun*; who, according to the tradition, was born under a large tree on Mt. Taihaku, in North Heian Province, and, supported by his subjects, became their first king. Years afterwards, *Chi-tzu*, an exile from Liaotung, founded a government in Heijo, but after the reign of forty-one successive kings the dynasty was supplanted by that of *Kokoli*, which lasted for a considerable time, until it was captured by the Chinese Army of the *Tang* Dynasty. Later *Taicho* of the *Koli* Dynasty established his capital in Heijō, calling it *Sŏ-kyŏng*; but after many changes of fortune, the kingdom fell, and a new kingdom, under the *Li* Dynasty, rose in its place. The capital was then removed to Keijō, and the country was re-christened "Chōsen."

Public Buildings: South Heian Provincial Government Office (Pl. C 5; *Yamate-cho*); Police Department (Pl. C 5; *Saiwai-chō*); Municipal Office (Pl. C 5; *Yamate-chō*); Court of Appeal, Local Court (Pl. 1, C 6; *Minami-machi*); Police Office (Pl. 2, D 4; *Sen-kyūri*); Gendarmerie Station (Pl. C 5; *Saiwai-chō*); Daidō County Office (Pl. D 2; *Jōjuri*); Branch Office of the Engineering Bureau (Pl. C 5, 6; *Minato-machi*); Branch Office of the Custom House (Pl. D 5; *Minato-machi*); Chōsen Arsenal (*Meisondō*); Army Headquarters (Pl. B 5; *Iwao-machi*); Garrison Hospital (Pl. B 5; *Nishi-machi*); Prison (Pl. B, C 4; *Iwao-machi*); Meteorological Observatory (Pl. D 2; *Jōjuri*); Government Charity Hospital (Pl.

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C 5; *Saiwai-chō*); Isolation Hospital (Pl. B 4; *Seigetsudō*); Commercial Museum (Pl. 13, D 4).

Schools. Heijō Middle School (Pl. C 4; *Nanzan-chō*); Heijō Girls' High School (Pl. C 6; *Hashiguchi-machi*); Higher Primary School (Pl. C 6, *Wakamatsu-chō*); Elementary Commercial School (*Nanzan-chō*)—the above are Japanese schools. For Koreans, there are: Higher Primary School (Pl. C 2; *Jōjuri*); Girls' Higher Primary School (Pl. 8, D 5; *Suikōri*); Kōsei Higher Primary School (*Nanzan-chō*); Elementary Commercial School (Pl. 11, D 3; *Gokanri*); Agricultural School (Pl. B 7; *Meisondō*); Textile Training Institute (Pl. 6, D 4); Sericultural School (*Meisondō*). Besides the above there are eight mission schools kept by foreigners, and more than thirty private schools also for Koreans.

RENKŌ-TEI TOWER, HEIJŌ.

Banks, Firms, etc. Bank of Chōsen, Branch (Pl. 14, D 4; *Rimonri*); Chōsen Colonial Bank, Branch (Pl. 12, D 4; *Kotobuki-chō*); 130th Bank, Branch (Pl. D 5; *Nanmon-chō*); Kanjō Ginkō, Branch (Pl. 4, D 4; *Rikeiri*); Chamber of Commerce (Pl. 13, D 4; *Chikutenri*); Oriental Development Co., Branch (*Chikutenri*); Works of the Tō-a Tobacco Co. (Pl. D 2; *Keijō-ri*); Japan Sugar Refining Co., Branch (*Yamato-chō*); Chōsen Manure Co. (Pl. C 7; *Hashiguchi-machi*); Onoda Cement Co., Branch (*Kotobuki-chō*); Electric Light Co. (Pl. C 6; *Yanagi-machi*); Domestic Express Co. (*Minato-machi*); Heijō Motor Car Co. (*Yamato-chō*); Messrs. Kuwata & Co. (*Yamato-chō*); Nakamura Gumi Co., Branch (Pl. D 5; *Hon-machi*); Agency of the Standard Oil Co. of New York (*Rikuro-ri*); Heian Theatre (Pl. 5, D 4; *Suigyokuri*).

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South Heian Province is situated in the northwestern part of the peninsula and is bounded on the north by North Heian Province, on the east by South Kankyō Province, on the south by Kōkai Province, and on the west by the Yellow Sea. The Daidō-kō, one of the five great rivers of Chōsen, flows through the middle of the province, and the regions watered by it are very fertile. The province has an area of 5,800 square miles and a population of 1,133,000 or 195 per square mile. The principal cities are Heijō and Chinnampo, and the chief products are soja beans, rice, and other cereals.

Commerce and Industry. The facility of communication, the broad tracts of rich land and their prolific yields of agricultural products, have made this city a great distributing center. Its 'sphere of influence' covers South Heian Province and North Heian Province, and extends to Mōzan and Yōtoku on the east, and touches Genzan. About 80 per cent of the imports of Chinnampo, the greatest open port in West Chōsen, enter Heijō. The total amount of its trade is estimated at ¥7,770,000, of which 90 per cent represent the imports. The transaction in the five markets of the city in the past twelve months amounted to ¥500,000

Industry, too, has taken great strides in late years. The factories now number 99, and their total annual production is estimated at ¥4,500,000. The most flourishing industries are rice cleaning (24 mills, doing work worth ¥1,555,000 yearly); brewing (12 breweries annually yielding ¥466,000), iron industry (6 factories, annually yielding ¥160,000), one tobacco factory (annual production, ¥1,050,000).

Ferries. Four ferries: Zeikan-shita (Pl. D 5); Rikurori (Pl. D 5); Daidō-mon, and Shinsuikōri (Pl. D 3), across the Daidō-kō facilitate communication between Heijō and the towns and villages on the opposite shore. Ferry boats cross the river several times a day.

How to see Heijō. Heijō and its vicinity are full of noted places and historical relics, and it is very convenient for tourists that they all happen to be in the northern part of the city. Half-a-day will be found sufficient to visit nearly all of the most noted ones. **Program for one day:** *Morning:* Daidō-mon, Renkō-tei, Sōjin-den, Manju-dai, Futsū-mon. *Afternoon:* Seiryū-heki, Fuhekirō, Botan-dai, Otsumitsu-dai, Gembumon, Kishiryō.

Places of Interest.

The Railway Monument in front of the station commemorates the opening of the Keijō-Shingishū Line. It is 30 feet high and engraved on it is an expression from the late Prince *Itō's* address at the time.

Kishi's Well (Pl. B 6), one of the relics of old Heijō, is found near the Railway Monument. This well is said to have been dug by *Kishi* or *Chi-tzu*, the founder of Heijō, and its water is supposed to be sacred. A little to the north of the well stands a shrine dedicated to *Kishi*, it was erected in the reign of *Taichong*, King of *Koli*, and has since been repaired several times. ***The Seven storied Stone Pagoda*** (Pl. B 6) stands in the open space in front of the station. It was erected during the *Koli* Dynasty and affords students excellent material for study of the stone carving of that period.

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Zuiki-zan (Pl. C 5) is a hill behind the Provincial Government on top of which stands a monument to the loyal dead. As the hill is easy of access from all parts of the town and commands an extensive view of the country round, it has always been a favorite pleasure resort in all seasons.

Daidō-mon (Pl. D 4) is a three storied gate on the bank of the Daidō-kō, 2 miles northeast of the station. It is the largest of the six gates of Heijō. The original gate was erected about 500 years ago in the days of King *Taichong* of the *Koli* Dynasty. Later it was destroyed by a fire caused by war, and the present gate is the one rebuilt by King *Syöncho*. In the grandeur of its structure and exquisite workmanship, this gate is a model of Korean architecture. The upper story looks down upon the broad sheet of water bright as a mirror, bearing on its bosom many a sail, while mountain after mountain rises far away to the east. The beauty and tranquillity of the scene and the surroundings are so fascinating that the visitor feels as if in fairyland.

Shōkaku is a belfry situated a little to the west of Daidō-mon Gate. The bell was cast about 240 years ago and first placed in the Daidō-mon, but was later removed to its present place. It is renowned not only by its great size, but also by its high artistic excellence, which makes it a fine specimen of Korean art. At the sound of this bell, the tradition says, all the gates of Heijō were opened or shut.

Renkō-tei (Pl. D 4) is a tower, to the north of the Daidō-mon Gate, which commands the Daidō-kō. It overlooks the strange shaped rocks about its base. It is said that in this tower *Konishi Yukinaga* held a conference with the general of the enemy during the campaign of 1592—4.

Senkyōri (Pl. E 6), on the opposite bank of the river near a landing place below the Daidō-mon, is noted as a battlefield of the Sino-Japanese War. A monument stands there in memory of the brave dead.

Sūjin-den and Sūrei-den (Pl. D 3). Both halls are situated half a mile northwest of Daidō-mon Gate. Though they cannot boast of grandeur, they have a time honored appearance. The Sūjin Hall, dedicated to the Great Ancestor of the Koreans, was erected some 400 years ago. The Sūrei Hall, containing the ancestral tablet of *Kishi* or *Chi-tzu*, was built about 800 years ago and has since been frequently repaired.

Futsū-mon Gate (Pl. C 3), also called Yōkan, stands in the western suburbs of Heijō near the railway. It is the west gate of the city, built 900 years ago. Though inferior to the Daidō-mon Gate in size, its architectural excellencies are almost unequalled in all Chōsen.

Manju-dai (Pl. D 2) is a hill, south of the Shichisei-mon Gate, on which is the Daijin-gū shrine, and a monument to the loyal dead.

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Though not very high, it overlooks the beautiful western suburbs of Heijō There is a meteorological observatory at the southern foot of this hill.

Shichisei-mon Gate (Pl. D 2), the gate of Heijō, opens on the Genzan Road. From the Gate tower, the visitor can see the blue waters of the river Futsū and view the extensive plain beyond. The Chinese defended this position in 1592 and greatly embarrassed the Japanese by their stubborn defense. The name was also heard in the Sino-Japanese and the Russo-Japanese wars. To the west of the gate is a nursery of forest trees.

OTSUMITSU-DAI, HEIJŌ.

Heijō-Jinja (Pl. D 2) is a shrine inside the Shichisei-mon Gate, a few hundred yards north of Manju-dai, in a sequestered place among tall pine trees. The shrine was completed in 1912 and is dedicated to the Great Diety of the Shrine of Ise in Japan. It is surrounded by poplars, acacias, cherries, azaleas, etc., making it a favorite resort for nature lovers.

Seiryū-heki (Pl. E 1, 2), is a name given to a strip of ground along the river from the Daidō-mon Gate north of Otsumitsu-dai. With two islands, Hangetsu and Ryōra, in the river, and with the precipitous cliffs near by, the scenery is extremely picturesque.

Fuhekirō Pavilion (Pl. E 1), stands at the foot of Botan-dai. It was built some 305 years ago, in the 5th year of King *Kwang-hai* of the *Li* Dynasty. It overlooks Ryōra Island in the Daidō-kō, at its foot, and commands an extensive view. It is counted as one of the 'eight sights of Heijō.'

Eimei-ji Temple is a Buddhist temple of the *Zen* sect adjoining the above Pavilion. Formerly many magnificent building blazing with bright colors, stood here, but few now remain, the rest having been reduced to ashes in the Sino-Japanese war.

Botan-dai (Pl. E 1) is a flat space on the summit of Kinshū

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Hill, northeast of the city. Formerly a magnificent bower stood on the top, but it has disappeared through the ravages of time. In the Sino-Japanese War, the Chinese used this height as a position for their field artillery and defended it with all their might, but after a severe fight it was captured by the Sakunei and Genzan Detachments of the Japanese Army. The view from the top is charming.

Genbu-mon (Pl. E 1) is a small arched gateway situated midway between Botan-dai and Otsumitsu-dai. The road leading to Gishū and Genzan from Otsumitsu-dai and Fuheki-rō passes through this gate. It was made famous by Harada Jūkichi, a private of the Japanese Army, who single handed, opened it during the battle of Heijō.

Otsumitsu-dai (Pl. E 1) is another height situated a little to the southeast of Botan-dai. On the top is a 600 year old building called Shikyo-tei, which affords a good view of the country. In the battle of Heijō, the Chinese general in command, *Tso-pao-kuei*, stood here and directed his heavy blows upon the attacking Japanese. Bullet marks are still discerned on the building.

Kishi-byō (Pl. D 1). A short distance to the north of Otsumitsu-dai is a shrine and a tombstone amid a thick pine grove. It is decicated to *Kishi* (*Chi-tzu*) of the *Yin* Dynasty of ancient China. The present building was erected some 800 years ago, in the 10th year of King *Suk-chong* of the *Koli* Dynasty, while the tombstone was raised in the 12th year of King *Süng-chong* of the *Li* Dynasty.

Heijō Colliery Line is a line 16.1 miles long, connecting Heijō with Shōkori, a mining district, *via* Jidō (6.6 mls. from Heijō) and Birin (8.8 mls.). Formerly the line was held for the exclusive use of the coal mines, but recently improved, it was opened to public passenger traffic. Two passenger trains, composed of 3rd class cars, run daily between Heijō and Shōkori (fare 40 *sen*).

Heijō Coal Mines. There are ten coal mines in the neighborhood of Jidō, under the control of the Heijō Mining Office of the Government General. They produced 140,000 tons of excellent anthracite coal in the last twelve months The quantity of coal is believed to be abundant, and whole output is transported to Chinnampo by the Heijō-Chinnampo Line, from whence it is taken to the Naval Briquette Factory at Tokuyama, Japan.

Heijō to Chinnampo.

The Heijō-Chinnampo Line diverges from the Keijō-Shingishū Line at Heijō Station with Chinnampo its terminal. The total length of this line is 34.3 miles. Six trains, consisting of 2nd and 3rd class cars are run every day from each end, making the journey in 1 hour and 40 minutes, (fare, 2nd cl. ¥1.55).

After leaving Heijō Station, the tourist passes the wood with *Kishi's* Shrine on the right. The train parallels the Keijō-Shingishū Line for some distance and then turns to the southwest, and passing through Taihei (9.8 mls.) arrives at Kiyō Station (17.6 mls. from Heijō). Five miles northwest of Kiyō Station, is the town of Kōsei, the seat of the County Office.

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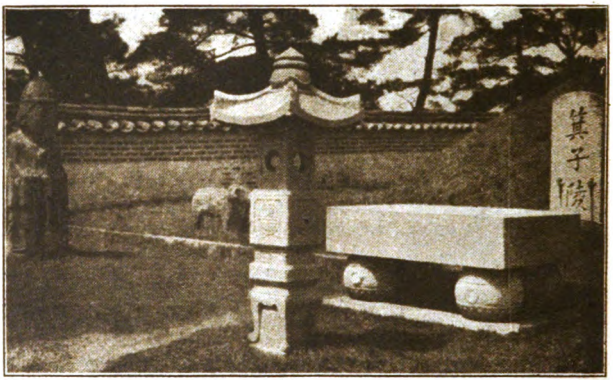

KISHI-RYŌ TOMB, HEIJŌ.

Old Tombs of Kōsei. About 2,000 years ago, the Emperor *Wu-ti*, of the *Han* Dynasty of China, conquered the western districts of Korea and there founded *Lo-lang* and three other Counties. A host of Chinese settlers soon came over and for some time enjoyed great prosperity. Even in the days of *Kokoli*, *Lo-lang* County retained much of its earlier civilization. In the neighborhood of Kōsei, which covers what was known as *Lo-lang* County, there are many ancient tombs, the most noted of these are the three great sarcophagi in the plain of Gūkenri, about 3 miles northwest of Kōsei. The inner walls and ceilings of the stone rooms in which these sarcophagi are preserved, are ornamented with frescoes representing four sacred animals, and arabesques after the Chinese style of 1400 years ago. The frescoes are of rare artistic value.

Kanjū Chestnuts are grown at Kanjū some 12 miles from Kiyō Station. They are a variety of sweet chestnut and while small in size, they have a rich, sweet taste. Their skins are easily removed. The same kind of chestnuts are grown at Kōtō and at Seisen.

Shinchi-dō (25.3 mls. from Heijō). Ryūkō, the county seat is situated 5 miles west of Shinchi-dō Station. This section is a weaving district, noted for its cotton textiles.

Kōryūjō is a stone pile of a castle about a mile west of Shinchi-dō. The castle is said to have been built by an ancient king for his grandson. It measures 15 feet in height and 12,500 feet in circumference.

Ryūkō Hot Springs is 5 miles from the Shinchi-dō station. The waters are of a saline nature and their temperatures are high. They are very popular on account of their many curative qualities. All the hotels at the Springs are in Japanese style, their charges ranging between 2 and 5 *yen* a day.

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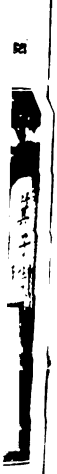

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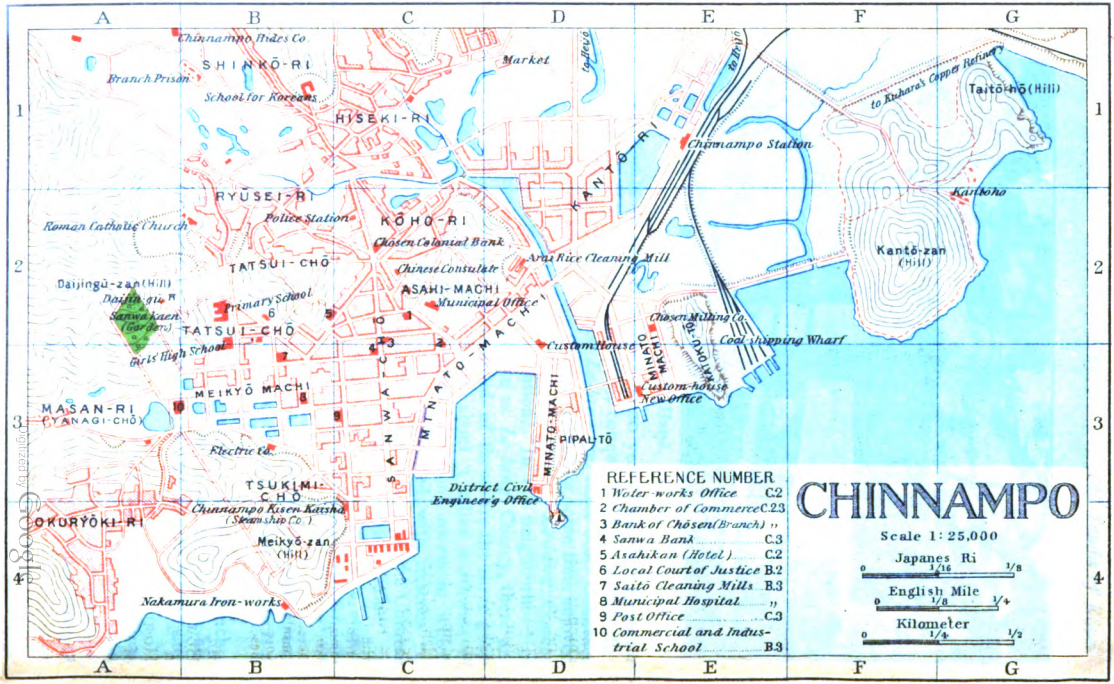
A
B
C
D
E
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G
1
2
3
4
Chinnampo Tides Co.
SHINKŌ-RI
Branch Prison
School for Koreans
HISEKI-RI
Market
Post Office
To Pyongyang
to Kuhara's Copper Refinery
Taitō-hō (Hill)
Chinnampo Station
KANTŌ-RI
RYUSEI-RI
Roman Catholic Church
Police Station
KŌHŌ-RI
Chosen Colonial Bank
Aruz Rice Cleaning Mill
Kantō-zan (Hill)
TATSUI-CHŌ
Chinese Consulate
Daijingū-zan (Hill)
Daijingū
ASAHI-MACHI
Municipal Office
Primary School
Sanwa Kaen (Garden)
TATSUI-CHŌ
Girls' High School
Chosen Milling Co.
Coal Shipping Wharf
Customhouse
MINATO-MACHI
MEIKYŌ MACHI
Custom-house New Office
MASAN-RI (YANAGI-CHŌ)
Electric Co.
MINATO-MACHI
PIPAL-TŌ
TSUKIMI-CHŌ
District Civil Engineer's Office
OKURYŌKI-RI
Chinnampo Risen-Kaisha (Steamship Co.)
Meikyō-zan (Hill)
Nakamura Iron-works
REFERENCE NUMBER
1 Water-works Office C.2
2 Chamber of Commerce C.2,3
3 Bank of Chōsen (Branch) ,,
4 Sanwa Bank C.3
5 Asahikan (Hotel) C.2
6 Local Court of Justice B.2
7 Saitō Cleaning Mills B.3
8 Municipal Hospital ,,
9 Post Office C.3
10 Commercial and Industrial School B.3
CHINNAMPO
Scale 1: 25,000
Japanes Ri
0 1/16 1/8
English Mile
0 1/8 1/4
Kilometer
0 1/4 1/2

Chinnampo 鎮南浦 (34.3 mls. from Heijō).

Arrival. Time required from Heijō, 1 hour 40 minutes. The station is located in the eastern suburbs of the city, about a mile from its center. **Jinrikisha:** about 30 *sen* to the city from the station: ¥1.60 to Kōryō Bay. About ¥2.50 to Ryūkō Hot Springs. **Motor car:** ¥5.00 per hour; ¥3.00 per additional hour.

Hotels:—Asahi-kan (Pl. C 2; *Sanwa-chō*); Meigetsu-kan (*Tatsui-chō*). Charges, Japanese plan, ¥3.00–6.00. **Restaurants.** European food:—Nisshin-tei (*Tatsui-chō*). Japanese food:—Asahi-kan (*Sanwa-chō*); Tamaya (*Asahi-machi*).

Post and Telegraph:—Chinnampo Post Office (Pl. C 3; *Meikyō-dōri*); Post Office at Tatsui-chō (telegraph not handled); Telegraph Office at the station.

General Description. Chinnampo, the largest trading port of West Chōsen, is situated at the southwestern extremity of South Heian Province, on the right bank of the river Daidō-kō, 12 nautical miles from its mouth. The city runs to the Daidō-kō on the south and is sheltered by thickly wooded hills on the north and west. In the city itself there are a number of heights, and there is an open space between the station and the river Kōho-sen which flows through the eastern part of the city. From the north the Heijō Road traverses this space and leads to that half of the city in which is the Korean quarter with its complicated cobweb of streets. The manner in which the houses extend from the flat land to the top of hills is always strange to a tourist's eye. The southern half is the new section built upon reclaimed land. Its streets are neatly laid out. This part is flat except in the southwest, where rises a hill called Meikyō-zan. The public offices, and schools, banks, business houses, etc. are located in this section, which is provided with electric lights, telephones, and water works. Population, 25,000, of whom a quarter are Japanese.

History of Chinnampo. Formerly Chinnampo was only a tiny village with few inhabitants, but during the Sino-Japanese War the Japanese used the harbor as an anchorage for their fleet while the Army made the village a commissariat base. From that time on the place has been recognized as a fine port, and a great number of Japanese, Chinese and Koreans are now settled there. In 1897, Chinnampo was opened to foreign trade and a custom house, consulates, and other public offices were established. Since the incorporation of Korea with the Japanese Empire, much has been done to improve the place and these improvements have been a big factor in its present prosperity.

Public Offices and Schools:—Municipal Office, (Pl. C 2; *Asahi-machi*); Court of Justice, Branch (Pl. B 2; *Tatsui-chō*); Custom House (Pl. D 2, 3; *Minato-machi*); Police Office (Pl. C 2; *Ryūseiri*); Water Works Office (Pl. 1, C 2; *Sanwa-chō*); Municipal Hospital (Pl. 8, B 3; *Meikyō-machi*); Isolation Hospital; Chamber of Commerce (Pl. 2, C 2, 3; *Sanwa-chō*); Chinese Consulate (Pl. C 2; *Asahi-machi*); Commercial and Industrial School (Pl. 10, B 3; *Tatsui-chō*); Girls' High School (Pl. B 2, 3; *Tatsui-chō*); Primary School (Pl. B 2; *Tatsui-chō*); Elementary School for Koreans (Pl. B 1; *Shinkōri*).

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Banks and Companies:—Bank of Chōsen, Branch (Pl. 3, C 3; *Sanwa-chō*); Chōsen Colonial Bank, Branch (Pl. C 2; *Kōhori*); Sanwa Bank (Pl. 4, C 3; *Sanwa-chō*); Kuhara's Refinery (north east of the station); Chōsen Flour Mills (Pl. E 2; *Minato-machi*); West Chōsen Cotton Spinning Co. (Pl. C 1; *Hisekiri*); Nakamura Gumi's Iron Works (Pl. B 4; *Tsukimi-chō*); Electric Co. (Pl. B 3; *Tsukimi-chō*); Arai's Rice Cleaning Mills (Pl. D 2; *Asahi-machi*); Saitō's Rice Cleaning Factory (Pl. 7, B 3; *Tatsui-chō*); Baba's Rice Cleaning Mills (*Meikyō-machi*); Chinnampo Steamship Co. (Pl. C 4; *Tsukimi-chō*).

View of Chinnampo City.

Trade. In 1917, the trade of Chinnampo totaled ¥20,000,000 in 1918, but it leaped to the surprising amount of ¥47,000,000; 55 per cent of this sum representing exports. Thus Chinnampo has outstripped Jinsen, which formely ranked second among the ports of Chōsen. ***Principal Articles of Export*** are rice, iron and mild steel, raw copper (containing gold and silver), soja beans, iron ore, and anthracite coal. Machinery, coal, petroleum, salt, sorghum, cotton yarn and cloth, and cement are the principal imports, 80 per cent of which as previously stated are trans-shipped to Heijō.

Chinnampo Harbor is a natural harbor on the Doidō-kō, 15 to 18 fathoms deep, with a low tide area of 2,900 acres. Inconveniences due to the lack of proper facilities for land and sea connections became more and more pronounced with the increase of trade, and the work of constructing an open dock to overcome some of these difficulties was commenced in 1909, and completed in 1915. The total cost of this work amounted to ¥ 1,000,000. The eastern side of the dock forms a pier 840 feet long; the water alongside is 20

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feet deep and two steamers of over 3,000 tons each can be moored to it. One serious drawback of this harbor is that from the end of December to the beginning of March it is rendered practically useless by the drifting ice carried down by the Daidō-kō.

Steamer Service is maintained by through service with Japan Proper operated by the Chōsen Yūsen Kaisha (3 times monthly, between Shingishū and Ōsaka); coastwise service by the same company (4 times monthly, between Jinsen and Chinnampo); by the Chinnampo Steamship Co. (between Chinnampo and Kenjiho, and between Chinnampo and Sainei). The Chinnampo Steamship Co. also operates a river service on the Daidō-kō. In addition, a great many steamers carrying iron ore and coal, and junks from Shantung, China, arrive and depart from Chinnampo daily.

Daidō-kō, one of the five great rivers of Chōsen, rises among the Rōrin-zan Mountains on the boundary between Heian and Kankyō Provinces. It flows southwest by the southern foot of Myōkō-zan, and, receiving the waters of the Futsuryō-kō and the Nan-kō, runs past Heijō and Kenjiho, and further enlarged by the Sainei-kō, empties into the Yellow Sea not far from Chinnampo. It is over 1 mile wide where it is joined by the Sainei-kō, and 2 miles wide at its mouth. Though it is 10 feet deep near Tetsu-tō Island, it is difficult for a ship with a greater draught than 5 feet to reach Heijō, on account of three shoals on the way.

Daijingū-zan is a hill at Masanri, in the western suburbs of Chinnampo. On its summit stands a Daijingū Shrine. The hill dominates the whole city and commands an extensive view of the lordly Daidō-kō.

Sanwa Garden is a pretty garden, owned by Mr. Tomita, on the southern side of Daijingū-zan. It is embellished with flowers and potted plants and also has a small farm attached. It is open to all visitors.

Hiratsutō or Piparto on which is a lighthouse, is a small hill west of the station and southeast of the dock. It was formerly an island, but it became connected with the mainland through the reclamation of the river bank.

Kuhara's Refinery is located on a small headland one mile northeast of Chinnampo Station. It is owned and worked by the Kuhara Mining Company, Ltd., and in the last twelve months refined 4,000,000 pounds of raw copper. The Kuhara copper contains gold and silver.

Kōryō-wan Salt Works is located on the left bank of the Daidō-kō. By land it is 10 miles from Chinnampo Station, and is accessible by motor car in an hour. The works, with salt fields covering 2,280 acres in all, are operated by the Government General of Chōsen. They yield 16,000,000 pounds of salt every year.

The Sarcophagous at Baizanri is 5 miles from the station on the way to Kōryō Bay. It is probably of the same period as those at Kōsei, though, somewhat strangely, the style of the carving on the inner walls is similar to that of the so-called 'Impressionist School' of the present day.

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Route X. Keijō to Shingishū.

Keijō-Shingishū Line. This line is the trunk line between Ryūzan and Shingishū, a total distance of 309.3 miles. It has three branch lines: one is the Kenjiho Branch Line, 8.2 miles long, diverging from Kōshū and ending at Kenjiho; the second is the Heinan Branch Line, from Heijō to Chinnampo, a distance of 34.3 miles, while the third is the Heijō Colliery Branch Line, which also branches out from Heijō, with Shōkori as the terminus, the distance between the two points being 16.1 miles. On the whole, the Keijō-Shingishū Line traverses level tracts of land, and the entire journey over this line takes about 12 hours. Fares from Naidaimon to Shingishū are: 1st cl. ¥21.00; 2nd cl. ¥14.00. For a through ticket from Nandaimon Station to Antung, which is 1.6 miles beyond Shingishū, additional charges of 15 *sen* and 10 *sen* for the 1st and 2nd classes respectively are charged.

Train Service. Travelers desiring to go to Shingishū from Keijō by through train should take one of the Fusan-Mukden through trains at Nandaimon. There are two such trains daily, and as stated in Route II, they consist of passenger cars of all classes, with sleeping and dining cars attached (for fares, see P. 7). Besides these through trains, several local trains are run daily between important stations on this line. These stations are: Nandaimon, Kaijō, Shinbaku, Heijō, Teishū, and Shingishū.

Travelers taking the train at Keijō and proceeding northward past Ryūzan will see the river Kan-kō on the east as Suishoku (8.1 mls.) is approached. The country about Suishoku and Ichizan (18.2 mls.) is noted for the shooting it affords In the autumn large flocks of wild ducks and geese are found throughout these districts.

Hekitei-kan, an old building of historical interest, is situated in Kōyōri, Kōyō County, 7.5 miles north of Ichizan and 10 miles from Keijō. As the road is flat and good a *jinrikisha* or motorbus may be used. The building stands on the site of an old battle field, where, in the first month of 1593, two Japanese generals, *Kobayakawa Takakage,* and *Tachibana Muneshige,* defeated a Chinese

HEKITEI-KAN, NEAR ICHIZAN.

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army of 100,000 led by the Ming general, *Li-ju-sung*. However, the present Hekitei-kan is of a later date: the tablet on the gate is all that is left of the olden building.

Beyond the next stations Kinson (24.6 mls.), and Bunzan (31.3 mls.) the train runs through the Bunzan Tunnel, crosses Rinsin-kō Iron Bridge (1,786 ft. long), passes through Chōtan Station (38.6 mls.) and then reaches Kaijō.

Rinshin-kō is a river which rises in the Basoku-rel Mountains, in Kankyō Province, and joins the Kan-kō at Kōga. Small craft can navigate the river for 40 miles. The town of Rinshin-chin is situated 2 miles above the railway bridge.

Kaijō 開城 (48.3 mls. from Nandaimon.)

Arrival. Through trains leaving Nandaimon Station in Keijō, arrive at Kaijō in about 2 hours. Fares: 1st cl. ¥3.40; 2nd cl. ¥2.15. **Jinrikisha:** there is a jinrikishastand in front of the station. Tariff: 20–40 *sen*, within the limits of the twon; ¥1.50 per half day; ¥3.00 per whole day.

Japanese Inns: Kaiwa-kan (*Nishi-honmachi*); Kaijō-Ryokan (*Yamato-chō*). Charges: ¥3—5.

Post, Telegraph and Telephone: Kaijō Post Office, in Yamato-chō, for post, telegraph, and telephone business. Long distance telephone: connection with Keijō, 30 *sen* per message.

Public Buildings, etc. County Office (*Yamato-chō*); Local Court of Justice, Branch (*Yamato-chō*); Ginseng Monopoly Office (*Taihei-chō*); Police Office (*Yamato-chō*); Primary School (*Yamato-chō*); Primary School for Koreans (*Yamato-chō*); Garrison Quarters (*Yamato-chō*); Chamber of Commerce (near *Nandaimon*); Electric Co. (*Mangetsu-chō*); Chōsen Colonial Bank, Branch (*Kitahon-machi*); Kanjō Bank, Branch (*Kōrai-machi*); Office of the Kaijō Ginseng Plantation (*Taihei-chō*); Isolation Hospital (*Tokugan-ri*).

General Description of Kaijō. The town lies a few hundred yards east of the railway station. In former times, the northern part was enclosed within stone walls, and of these past days the noted Nandaimon (Gate) piercing the southern wall still remains. Two main streets cross each other at Nandaimon, dividing the town into four quarters, which are again sub-divided by a number of alleys into smaller blocks. One of the main streets leads from the railway station to Nandaimon, through Taihei-chō. The section between Nandaimon and Taihei-chō is called Nishi-honmachi; and that on the other side of Nandaimon, Higashi-honmachi; while that portion of the other main street which stretches south of the Gate is Minami-honmachi; the portion leading north is called Kita-honmachi. The Gishū Highway leads northward from Nishi-honmachi. The Tozan Road starts from Higashi-honmachi; and the Keijō Road runs south from Minami-honmachi. Shōgaku-zan Hill is north of the town. Kaijō extends 1.5 miles from east to west, and about a mile from north to south. Most of the public buildings are situated in Yamato-chō, near the Station. Kita-honmachi is the business center. The

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majority of the dwellings are thatch roofed houses built in the characteristic Korean style, but Kaijō, being an old town dating from the *Koli* Period, has many interesting historical places and relics. It is noted for the production for ginseng (See Introductory Remarks) and also for the porcelain wares of the *Koli* Period, which are sometimes unearthed in the neighborhood. The town has a population of 40,000, of whom 1,350 are Japanese.

History of Kaijō. Kaijō, otherwise called *Song-to*, was the capital of ancient *Koli*. In the early part of the Tenth century, A.D., when the Kingdom of *Sinla* began to decline in power, two generals, *Kung-yoi* and *Chin-hwon*, fought each other for mastery for fully twenty years. The former had established himself at Tetsugen (See P. 71); the latter at *Wang-san* (now Zenshū), and while the struggle was going on between the two men, there appeared one *Wang-kun* at the foot of Shōgaku-zan (the mountain rising to the north of Kaijō), who sided with *Kung-yoi*. *Wang-kun* became popular with the people on account of his virtues, and destroying the kingdom of *Sinla* became himself the master of the kingdom. He founded the capital at *Song-ak* (old name of Kaijō) and completed the work of unification of the peninsula, and ascended the throne as *Tai-cho* (Founder) of the *Koli* Dynasty. Kaijō continued to be the capital for thirty-two generations of *Koli* rulers, covering a period of over 470 years, until the fourth year of King *Kong-yang* (527 years ago) when the Kingdom of *Koli* was overthrown by *Tai-cho* of the *Li* Dynasty, and the seat of government was transferred to Keijō (Seoul).

Places of Interest.

Ginseng Monopoly Office is situated half a mile from the station. A special permit, which may be obtained at the office, is required to visit it. Here the different stages of ginseng growing, from the planting of the seed and the cultivation of the plant to the sale of the finished product, are shown. The Kaijō Ginseng Plantation has its office in this establishment.

Railway Park. The small hills just opposite the railway station, covering an area of 16 acres, form the Railway Park. There are thousands of peach and cherry trees in the grounds, and the park is one of the sights of Kaijō.

Site of Taihei-kan. Just east of the Railway Park is the site of Taihei-kan, a building which was maintained, it is said, by the *Koli* government as their headquarters in the offensive and defensive warfare against Japan. It is also said that the building was later used as a hotel for accommodating envoys from China. What remained of the building has recently been removed to the top of a hill between Zenchiku-kyō and Ko-tei. It is now known as "Boho-tei."

Site of Jushō-kyū. East of the Post Office is the site of Jushō-kyū, a palace where the *Koli* rulers held their accession ceremonies, in the later *Koli* period. There remains now practically nothing of the Palace.

Nanmonrō Gate, more popularly known as Nandaimon, is near the point where the main streets cross each other and marks the center of the town. Most of the Japanese residents live in this neighborhood. The Gate, built in 1393 (*Li* Dynasty), has a large bell

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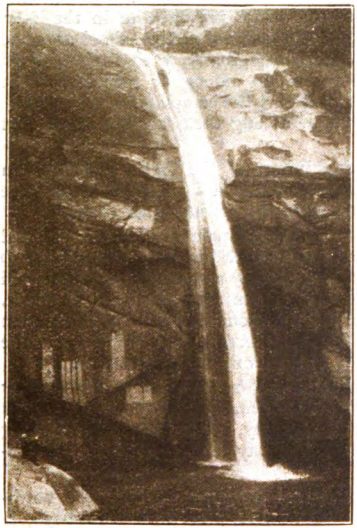
hanging in it. This bell, a relic of the old temple *Yön-pok-sa*, was cast in the 2nd year of King *Chung-pok* of *Koli* (572 years ago), and is 10 feet 8½ inches high with a lip diameter of 6 feet 3¼ inches. It is one of the "three big bells" of Chōsen, the other two being those of the Hōtoku-ji Temple, Keishū (see P. 26), and the Bell tower, in Kōshū.

Site of Keitoku-kyū Palace is in Shū-dō, at the foot of Ryū-ryū-zan Hill, which is on the far side of the railway and 1.5 miles south of the station. The palace, a villa of King *Tai-cho* of *Li*, was burnt down during the Japanese campaign of 1592–1594, but King *Hyo-chong* had stone walls erected round the grounds. The stone monument on the site on which great technical skill is displayed in the carving of the tortoise shaped base was built in the 20th year of the reign of King *Suk-chong* (224 years ago).



Bokuen Falls, near Kaijō.

Fuchōken is a pass a short distance northeast of Keitoku-kyū site. King *Tai-chong*, who overthrew the Kingdom of *Koli*, and ascended the throne of *Li*, come to live in Keitoku-kyū Palace. Some seventy people who were loyal to the *Koli* Dynasty, would not serve the new master, and went away, so it is said, by this pass, never to return.

Kantoku-tei is a bower on a hill at the foot of Mount Danshi-zan a short distance north of Nandaimon, or a little over a mile east of the railway station. The topography lends itself to the formation of a delightful natural park. From Kantoku-tei, the visitor can command a view of the whole town.

Zenchiku-kyō is the bridge where *Cöng-mu-chu*, a *Koli* loyalist, was assassinated by *Cho-yöng-kyu*, a vassal of the *Li* family. It is at Bunchū-dō, northeast of Nandaimon, or 1.3 miles east of the railway station. It is said that the spots left by the blood of the unfortunate loyalist are still visible on the stone bridge A covered monument was built in his memory, in the six year of *Yöng-cho*, 170 years ago.

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Sūyō-Shoin is what now remains of the residence of *Cŏng-mu-chu* (see above). It is situated on the way to Zenchiku-kyō, at Bunchū-dō, east of railway station. Images of *Chŏng-mu-chu* besides other relics are preserved in the building.

Bokuset-den, an old palace of *Tai-cho* of the *Li* Dynasty, is situated on the Tozan-kaidō (Highway), about a mile east of Kaijō Station. The palace, damaged by fire during the war of 1592–1594, remained in a ruined condition until about 10 years ago, when it was rebuilt by those interested in the preservation of historic buildings. It is now used as a workhouse under Imperial patronage.

Seikin-kan is an old government school near Tōdaimon at the eastern foot of Shōgaku Hill, or 2.5 miles northeast of Nandaimon. The school, established in the 11th year of *Sŭng-chong*, of *Koli* (926 years ago), was modeled after the *Kou-tzu-chien*, of China, which was constructed during the *Sung* Dynasty. It was first built elsewhere, but was transferred to its present site in the latter part of the *Koli* Period : and at this same time the school assumed the name of Seikin-kan and flourished greatly, with such eminent scholars as *Li-saik* and *Chŏng-mu-chu* among its teachers. The original building was burnt down during the campaign of 1592–1594, but new halls were erected later, among them are Meirin-dō and Taisei-den.

Saika-dō, is a sequestered place at the foot of Shōgaku-zan Hill, about 3 miles north of Nandaimon. It is a splendid pleasure ground, with clear streams running under its luxuriant trees.

Mangetsu-dai, the site of the royal palace of *Koli,* situated about 2 miles northwest of Nandaimon, is a tract of ground about 50 feet high. The right and left sides as well as the front are protected by facings of granite blocks, each hewn into a rectangular shape. On the front it has three flights of stone steps. The foundation stones of Kaikei-den and other structures are still found on the elevated ground, giving an idea of their original proportions.

Tomon-dō. The site, situated 3.5 miles west of the railway station, marks the place where *Cho-eui-saing* and 71 other loyalists of *Koli,* refusing to serve the *Li* Dynasty, committed suicide. King *Li-sŭng-kyŏi*, founder of the *Li* Dynasty, erected a covered monument to their memory

Tomb of Tai-cho of Koli is in Reiryō-ri, over a mile northwest of the railway station. The tomb, also called Ken-ryō, is beautifully situated against the background of hills and thick pine woods. In comparison with the tombs of the *Sinla* Period, this tomb has distinctive features both in point of scale and in design.

Taikō-zan Castle and its Wall, extends from Temma (2,520 ft. above sea level) to Seikyo (2,610 ft.), the two mountains north of Shōgaku-zan Hill, 10 miles north of the railway station. From the *Koli* Period down to the latter part of the *Li* Period, the castle and wall were of vital importance as defensive works for the protec-

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tion of the rear of Kaijō. The Kannon-ji Temple in the mountains was erected about 950 years ago, during the reign of King *Kwang-chong* of *Koli*. The Seven Storied Pagoda, which still remains, is interesting in design and outline, exhibiting highly skilled workmanship.

Bokuen Falls are on the north side of Taikō-zan Castle. Streams from different sources unite and form deep pools (Bokuen) or run in rapids, adding much to the charm of the scenery. At one place the water falls over a precipice, and makes a cataract 100 feet high.

Relics of Koli. To the places and relics already described may also be added the two pagodas of the ruined temple *Lyöng-tong-sa*, one three and the other five-storied; the monument of *Tai-kak-kuk-sa* of the same temple; and the Seven-storied Pagoda and monuments of the ruined temple *Hyöng-hwa-sa*. These are among the representative work in stone of *Koli*, and they well show the skill of that period in masonry.

The train leaving Kaijō Station for the north, soon arrives at Dojō (54 mls. from Nandaimon). It proceeds through Keiki Province and later Kōkai Province. While traversing these provinces, the traveler passes through the two stations of Keisei (63.3 mls.) and Kinkō (70.7 mls.), and after crossing the clear stream of the Reisei-kō, reaches Kampo.

Reisei-kō, a river having its origin in Atatsu-zan, joins the Kan-kō on the way, and finally flows into Kōka Bay. The Suian Gold Mines are on the upper stream of the Reisei-kō, and the rice fields of Hakusen and the Heizan Hot Springs are on the lower reaches of the river.

Kampo (77.1 mls.) situated about 2 miles from Heizan town, has made a steady growth since the opening of the railway line. Thanks to the railway service and to the river communications. Kampo is now a prosperous little town. ***Heizan*** is an important town on the Keijō-Gishū Road and the Heizan County Office, Post Office, Gendarmerie Station, Revenue Office, etc. are located there. Heizan and its neighborhood are noted for its production of beans and for its output of charcoal. ***Taihaku-zan Castle,*** also called Kō-zan Castle, is situated about 2 miles north of the railway station. It is surrounded by walls, 5 miles in length. Its four principal gates are now in ruins. A temple called the Bōgetsu-ji, and a shrine dedicated to the loyal dead are within the walls.

After Kampo the next stations are Nansen (86 mls.) and Bukkai (91.5 mls.). Here the train crosses the highest part of Kōkai Province, and the scenery among the mountains is most absorbing.

Shimbaku (98 mls. Inn : Shimbaku-kan) is a new station. The place is very mountainous. Its principal products are fuel, charcoal, and chestnuts. Population 2,850, of which 20 per cent are Japanese. In winter this town is a favorite resort for sportmen, as many pheasants are found in this neighborhood.

Suian Gold Mines are 30 miles north of the Shimbaku station, and are owned and worked by the Korean Syndicate. In size these

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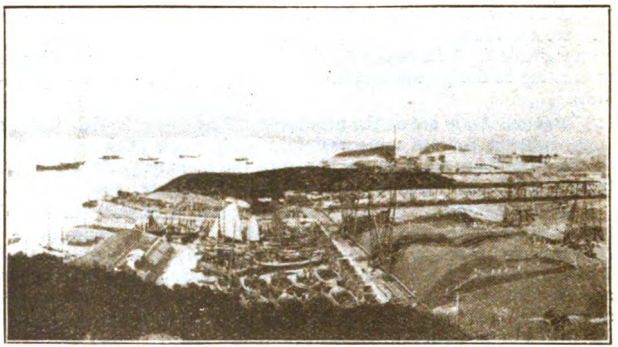

River Port of Kenjiho.

mines are second only to the Unzan Gold Mines. The output for the last twelve months amounted to 2,000,000 *yen*. The miners employed during the year numbered 1,300.

The train next comes to Zuikō (102.2 mls.); then it runs through the fertile fields on the east side of the river Tōjō-sen, passes Kōsui (111.6 mls.), Seikei (116.5 mls.), and Badō (120.9 mls.), on the way to Shari-in.

Shari-in (127.1 mls. Inn: Miyamoto), one of the principal market towns in Kōkai Province, is the seat of the Hōzan County Office. Population over 6,000. In this neighborhood are Ginpa, Shinsen, Angaku, Sainei and Kaishū, well-known market towns. The smooth roads leading to these towns are full of busy traffic.

Sainei Iron Mines are situated about 10 miles west of Shari-in Station, and may be reached by motorbus (fare, ¥1.80). They are controlled by the Yawata Iron Foundry. The annual output totals 50,000 tons.

Kaishū, the largest town of Kōkai Province, is situated 45 miles south of Shari-in and may be reached by motorbus (fare: ¥5.80). Mount Shuyō-zan is north of Kaishū, Nan-zan on the south, and beyond is Kaishū Bay The climate of this region is mild. ***Public Buildings:*** Provincial Government; County Office; Local Court; Garrison Headquarters; Prison; Police Office; Post Office; Credit Society; Government Charity Hospital; Chōsen Colonial Bank, Branch; Agricultural School. Four miles south of Kaishū is Ryūtōho, and between this port and Jinsen (Chemulpo), a distance of 60 nautical miles, there is a coastal service by small steamers. The wide, level tracts of land facing Kaishū Bay are fertile and well cultivated. Kaishū has a supply of good water. Population 14,000 (10 per cent of whom are Japanese).

Kōkai Province is bounded on the north by South Heian Province, on the east by Kōgen and Keiki Provinces. On the west and south it borders on

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the Yellow Sea. The area of the province is 6,510 square miles, and the total population is 1,291,000 (195 per sq. ml.). Considered as a whole, this province is not remarkable agriculturally: while its total production is larger than that of any of the Heian or Kankyō provinces which form north Chōsen, it is much smaller than that of the middle or southern provinces. The same may be said of its population. The chief industries of the province are agriculture and gold mining: the agricultural produce amounts to rice, 2,930,000 bus.; beans, 2,590,000 bus. a year. The value of the yearly output of gold is 800,000 *yen*. The marine products amount to 1,088,000 *yen* annually.

Leaving Shari-in the train runs northward through the wide Sainei Plain, with Seihō-zan Castle on the southeast: after passing through Chinson (135.7 mls.), the traveler soon reaches Kōshū.

Kōshū (142 mls.) is the junction for the Kenjiho Branch Line, where passengers for Kenjiho change cars. The district about Kōshū is a broad, cultivated plain with the town the local center for collecting and marketing the produce. The town itself is 2 miles from Koshū Station, and was formerly known as the old castle town of *Kokoli*. It is on the border of the plain and is protected by hills at the back. The County Office, Garrison Headquarters, and the Police Office, are in the town. The country round is rich in soil, and produces cereals and cotton. Iron ore is also mined close by. Cattle raising on a large scale is carried on in the district.

Kenjiho Branch Line.

Kenjiho Branch Line is a line 8.2 miles long, branching out from Kōshū on the Keijō-Shingishū Line to Kenjiho, on the left bank of the Daidō-kō. There is a small station, Chōsenri, at a point 4.2 miles from the junction. Between Kōshū and Kenjiho, trains consisting of second and third class cars are run five times a day. (Time 30 minutes; fare 2nd cl. ¥ 0.35). There is also a through train service between Heijō–Kenjiho, once a day.

Kenjiho. (8.2 mls. from Kōshū. Inns: Senshō-kan; Ehime-kan), is a river port on the left bank of the Daidō-kō. On the opposite shore is Kishinho, where the Japanese army under General *Nozu* landed during the Sino-Japanese War using this port as a military depot during the war, because the stream is deep enough for large ships to enter. Heijō is 30 nautical miles up stream, and Chinnampo 18 miles down the river. The locality is rich in iron ore and coal. The iron ore area covers 4,305 acres; and the coal 4,270 acres. Recently the Mitsubishi Iron Foundry was established there, contributing largely to the prosperity of the port. Population, 14,000 (30 per cent of whom are Japanese).

Mitsubishi Iron Foundry belongs to the Mitsubishi Iron Foundry Company (Capital 30,000,000 *yen*). The works cover 221 acres. There are two smelting furnaces and fifty coke furnaces. The pig iron produced by the foundry in the last twelve months amounted to 50,000 tons, but the foundry intends to increase the output to fully 160,000 tons a year. The supply of iron ore comes from the neighboring towns of Angaku (50,000 tons) and Inritsu (60,000 tons), and also from the Tao-chung Iron Mines near Wuhu, China. The products of the foundry go to the Mitsubishi Dockyard.

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After leaving Kōshū Station for Shingishū on the Keijō-Shingishū Line, the Kenjiho Branch Line diverges westward. After passing through Kokkyō Station (149.5 mls.) and the Chūwa Tunnel, the train reaches Chūwa (153.6 mls.), a place noted for its production of soja beans. The next station is Rikiho (158.2 mls.); then the plain of Heijō, and the iron bridge across the Daidō-kō, to Heijō Station.

Heijō (*Ping-yang*, 164.7 mls. from Nandaimon) is the largest city in North Chōsen and the center of the industrial activities of the North Country. Passengers going to Chinnampo or Jidō should change cars at this station. (For Heijō and Chinnampo See Route IX).

After leaving Heijō, the train passes Saiho (171.5 mls.) and next arrives at Jun-an (180.3 mls.). About 5 miles south of the station are the ***Jun-an Alluvial Gold Mines.*** The total output of gold from the three mines owned by Japanese and Koreans amounts to about 8,500 troy oz. a year.

The next stations are Gyoha (190.2 mls.), Shikusen (196.9 mls.), and Banjō (203.3 mls.), and after them Shin-anshū. Eight miles northwest of Banjō Station are the ***Anshū Coal Mines.*** Although opened very recently they are already yielding 20,000 tons a year, and the future output is likely to be considerably increased.

Shin-anshū (211.7 mls.). The river Seisen-kō which forms the boundary between North and South Heian Provinces flows close to the northern part of the town. Near by is the rich plain of Anshū, noted for its abundant agricultural products. Population 1,700.

Kaisen Light Railway starts at Shin-anshū, and connects with Sendō *via* Anshū, Hokushōri, Ryūkōri, Unkōri, Kaisen and Gungūri. The total length is 23 miles. Five trains are run daily from each end making connections with important trains on the Keijō-Shingishū Line at Shin-anshū, with the exception of one train which does not run farther than Kaisen.

Anshū (3.8 mls. from Shin-anshū; fare ¥0.16), about 4 miles east of Shin-anshū Station, may be reached by the Kaisen Light Railway. It is a walled town situated on a hill slope, overlooking the beautiful stream of the Seisen-kō. As a commercial market for North Chōsen Anshū ranks next to Heijō. ***Public Buildings, etc.:*** County Office; Garrison Quarters; Local Court of Justice, Branch; Agricultural School. The Hakushō-rō (Pavilion), standing on a hill within the walls, commands a fine view, which has furnished topics for men of letters since ancient days. Embroidered goods are special products of the neighborhood. Population 8,300.

Kaisen Iron Mines, 18.4 miles from Anshū Station (fare, ¥0.76) may be reached by the light railway in 2½ hours. The railway runs along the river Seisen-kō and in the vicinity of the Kinryū Tunnel the scenery is especially charming. The mines are worked by the Hokkaidō Iron Works Co., the ore being dug by open pit workings. The annual output amounts to 30,000 tons.

Neihen-yū is about 10 miles from Kaisen Station. Besides the railway there is a level road busy with horse and vehicle traffic,

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leading to Neihen-yū. The town, formerly the seat of the North Heian Provincial Government, is situated amidst ranges of mountains and has long been noted for its strong strategical position. ***Public Buildings:*** County Office; Garrison Quarters; Local Court of Justice Branch; Police Office; Chōsen Colonial Bank (Branch); etc. The special products of the place are iron inlaid wares and *minchū* (a kind of pongee).

Unzan Gold Mines are located some 40 miles from Shin-anshū Station. The road leading to them is perfectly flat and facilitates horse and cart traffic. These gold mines, the most important in the Peninsula, are worked by an American corporation called the Oriental Consolidated Mining Company. There are nine mine lots extending over 130 square miles, which practically covers the whole area of Unzan County. According to the latest returns, these mines produce 3,000,000 *yen's* worth of gold annually.

Myōkō-zan, a mountain about 55 miles northeast of Shin-anshū, is reached by a flat road on which there is busy traffic. Between Shin-anshū and Myōkō-zan are Neihen (23 mls.) and Shinkō-ri (18 mls.). The so-called Taihaku-san, the sacred mountain on which the Great Ancestor of the Koreans descended, is supposed to be this mountain. It stands at the source of the Seisen-kō, among primeval forests dotted with towers and temples. The vicinity is sometimes called the "Diamond Mountain of West Chōsen."

Crossing the river Seisen-kō the train comes to the village of Mōchūri (215.4 mls.), and crossing another river, the Dainei-kō, it reaches Reibi (220 mls.). Seven miles southwest of Reibi is Hakusen, the principal town of the county, with a population of 3,500 and ranking next to Anshū in business prosperity. In the vicinity is a level tract of land, rich in agricultural products. The train passing through Unden (228.1 mls.) and Koyū (233.4 mls.) reaches Teishū, the place where the first shots were fired between Japanese and Russian cavalry forces in the war of 1904—5.

Teishū (241.3 mls.) is a walled city, renowned from olden times as a strategic position. It is sheltered by mountains on the north and faces a plain on the south. Since the days of the powerful state of *Kokoli*, Teishū has always been regarded as a stronghold in troublous times. Moreover, it is a flourishing commercial town, although its business prosperity appears to have somewhat declined in recent years. Population 4,000, 15 per cent of whom are Japanese. ***Public Buildings:*** County Office; Local Court of Justice; Branch; Gendarmerie Station; Credit Society; School Association; Post Office; etc.

Monument of the Loyal Dead stands at a short distance from Teishū Station. It is erected to the memory of the late Lieutenant *Kanō* and seven horsemen, who encountered a Russian force of 200 here and fell in the conflict as the first victims of the

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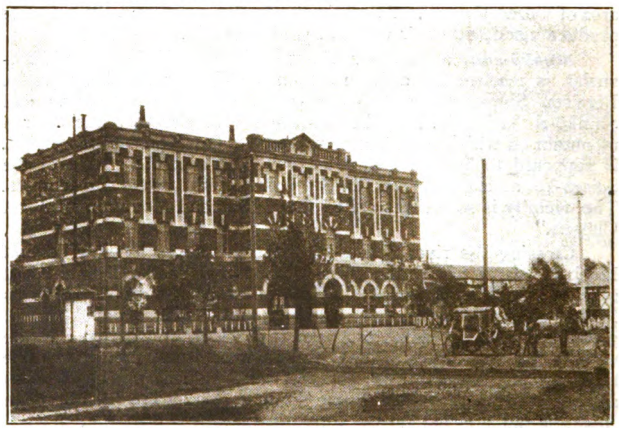
Russo-Japanese War on land. ***Seiseki-hi,*** another monument, is at Tassen, a few hundred yards from the station. It marks the spot where toward the end of the *Koli* Dynasty, one *Choi-u-saing* raised, in conspiracy with the *Yuan* Dynasty of China, a rebel army against the government but was defeated by *Li-süng-kyŏi*, founder of the *Li* Dynasty. ***Chūhitsu-tei*** stands within the Great Gate a mile from the station. In the war of 1592—4, *Syŏn-cho*, the Korean King, flying from Heijō, found temporary refuge in the mansion of a powerful man named *Tak-lyŏng*, until he fled farther on to Gishū, Chūhitsu-tei is what now remains of that mansion.

After leaving Teishū and passing through Kakusan (249.2 mls.), Roka (256.4 mls.) and the Sensen tunnel, the train arrives at Sensen, one of the largest towns on the line.



SHINGISHŪ STATION AND STATION HOTEL.

Sensen (262.2 mls.) is a thriving business center sheltered by Mt. Taiboku on the southwest. Christianity is reverenced among the people of this town. The strip of land adjoining the seashore on the southwest is generally flat and produces large quantities of rice, while to the north of the town are the Kijō and other gold mines, yielding iron and lead in addition to gold. Population 8,500.

Gold Fields near Sensen. About 3 miles from the station are two gold mines: Hakukenri and Jinkokuri, each of them annually producing gold worth about 20,000 *yen*. ***Kijō Gold Mine*** in Kijō County, some 28 miles north of the station, is worked by the Furukawa Mining Company. The mine lot extends over an area of 20,000 acres. The mine's yearly production of gold amounts to 100,000 *yen*.

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Leaving Sensen, the train passes through Tōrin (268.4 mls.) and presently the remains of an old castle, called Tōrin-chin, is seen on the left. This castle was built by King *In-cho* of the *Li* Dynasty to oppose the power of the *Ching* Dynasty of China, as a support and in aid of his old ally *Ming*, of another Chinese Dynasty. Now, however, little remains of the castle beyond the broken walls and cracked masonry.

After Tōrin are several small stations, Sharenkan (275.1 mls.), Nanshi (283.5 mls.), Ryōsaku (288.9 mls.), Hiken (293.7 mls), the Kirei tunnel and Hakuba (299.5 mls.). Then passing through the Hakuba tunnel and Sekika Station (306.4 mls.) the train arrives at Shingishū, the northernmost station of the Chōsen Railways.

Shingishū 新義州

(311.3 mls. from Nandaimon; 173 mls. from Mukden.)

Arrival. Shingishū Station (Pl. E 6) located at the northeastern end of Shingishū town, on the left bank of the river Yalu, is the northern terminus of the Keijō-Shingishū Line and the northwestermost station of the Chōsen Railways. By a through train a tourist can reach Shingishū in 12 hours from Keijō (fares: 1st cl. ¥21.80, 2nd cl. ¥14.00), Shingishū is about 8 hours from Mukden (fare: 1st cl. ¥12.10; 2nd cl. ¥7.80). It is only 1.6 mls. to Antung Station on the opposite side of the Yalu (fares; 1st cl. 15 *sen*, 2nd cl. 10 *sen*). In the station compounds a telegraph office is installed. There are shops also in these compounds.

Baggage Porters and Hotel Stewards (in uniform) are on duty on the platform, affording facilities to passengers. The former charges 3 *sen* per piece of baggage.

Jinrikisha. Tariff: about 25 *sen* within the limits of the city, 30 *sen* to Antung, ¥2.50 to Gishū. The jinrikisha men are mostly Chinese. **Motor-busses** are run between Shingishū and Gishū. One starts from each place three times a day (fare, about ¥1.50). **River steamer service.** Small steamers ply daily between Kōgan wharf about a mile southwest of Shingishū and Ryūgampo.

Station Hotel, (Pl. E 6) on the upper floors of the station building, is the only hotel conducted in European style on the Keijō-Shingishū Line. It is managed directly by the South Manchuria Railway Company. Though small, with only nine rooms, it is equipped in the most up-to-date manner. Charges:—American plan; single room ¥8.50 and upward, double room ¥14.50 and upward. European plan; single room ¥3.50 and upward, double room ¥4.50 and upward; breakfast ¥1.50, lunch ¥2.00, dinner ¥2.50. ***Japanese Hotels:*** Midoriya (Pl. C 6.7.), Nisshōkan (Pl. C 6.7.), both about one mile from the station: Charges, 'Japanese plan', ¥2.50—5.00.

General Descriptions of Shingishū. Shingishū is an open port situated in 40°2′ N. lat. and 127° E. long, at the northwestern extremity of the Korean Peninsula. On the opposite side of the Yalu, which markes the frontier between Chōsen and China, and a little lower down the stream, is the city of Antung, one of the largest cities in Manchuria. As Shingishū was founded only recently, the town possesses few imposing buildings, but the construction of an iron bridge with a footway on each side across the Yalu has greatly

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facilitated communication between Shingishū and Antung, and brought the two places into closer business connection. Moreover, various industries are being developed at Shingishū and there is every sign that this northern gateway of Chōsen will grow in prosperity. Twelve miles northeast of Shingishū is Gishū, the seat of the North Heian Provincial Government, and about 15 miles to the south is Ryūgampo, a smaller port which is connected with Shingishū by a good road.

The city extends from northeast to southwest along the Yalu. The streets are neatly laid out, but there are few houses between the station and the center of the town, and these houses, poorly constructed, do not give a good first impression of the town. A small stream runs through Shingishū, parallel with the Yalu, and divides the town into two sections. The eastern section is the Korean quarter. The western section, chiefly inhabited by Japanese, contains the public offices, schools and inns. The custom house, pier, landing place for steamers, factories, and the like, line the bank of the river. Population 9,300, of whom 3,400 are Japanese, and 2,400 Chinese.

History of Shingishū. The land on which Shingishū now stands was formerly a patch of sandy ground on the bank of the Yalu. During the war between Russia and Japan, a handful of Japanese first came here to build the Keijō-Shingishū Line. Since the completion of the line, a great number of Japanese, Chinese, and Koreans have settled in Shingishū bringing it up to its present size.

Public Buildings. Municipal Office (Pl. 1, D 6); Forestry Bureau* (Pl. D 7,); Local Court of Justice, Branch (Pl. D 6); Branch of the Customs (Pl. C 6); Police Station (Pl. 3, D 6); Post Office (Pl. 4, D 6); Garrison Quarters (Pl. D 7); Higher Elementary School (Pl 2, D 6); Primary School for Koreans (Pl. E 6); Elementary Technical School; Chinese Consulate (Pl. 7, C 6, 7); Quarantine Office (Pl. C 6); Isolation Hospital (Pl. D 7); Public Hall (Pl. D 6); Chōsen Colonial Bank, Branch (Pl. 5, D 6); Shingishū Bank; Credit Society; Chōsen Paper Mills** (Pl. E 5); Asami Timber-Yard (Pl. E 6); Electric Co. (Pl. D 6); Box Factory, Mitsui's Timber Station; Yalu Transport Co.; etc.

***The Forestry Bureau** was established in 1907 by the Residency General with a view to working the large forests on the Yalu and its tributaries. A branch office is located at Keisanchin, in South Kankyō Province, and another at Chukōchin, in North Heian Province, while minor offices are located at many places. Trees felled in the forests are made into rafts and are floated down the river. The principal trees from which timber and lumber is made are Chōsen-matsu (*Koraiensis, Sieh at Zucc*), Tōhi (*Picea hondoensis*), Shirabe (*Abies veitchu, Lindl.*), Baramomi (*Picea polita, carr.*), Akamatsu (*Larix leptolepis, Gord.*), and the Karamatsu (*Larix leptolepis Gord.*). The timber sawed and sold by the Bureau in the past year, amounted to a total of 8,805,600 cubic feet.

****Chōsen Paper Mills, Ltd.,** established with a capital of ¥5,000,000 at the end of 1917, manufacture on a large scale both paper and pulp from timber procured from the Yalu forests. The mills were only completed and work begun in 1919, and the yearly output is not fully determined, but it is estimated that they are capable of producing 10,000 tons of paper and pulp annually.

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Industry. Besides the manufacture of paper, the other important industries of this town are the timber and lumber interests and rice cleaning. With regard to the former, there are timber yards belonging to the Forestry Bureau, Mitsui Bussan Kaisha, and seven others, and the total timber manufactured amounts to about 2,400,000 cubic feet yearly. In rice cleaning, there are the Shingishū Trading Company and six others, cleaning 250,000 bushels of rice a year.

Trade. In the amount of imports and exports Shingishū ranks fifth among the trading ports of Chōsen. The latest returns show that the trade of Shingishū (that of Ryūgampo included) totals ¥14,000,000 a year, and over 60 per cent of this sum represent imports. The chief articles exported are rice, soja beans, fish, timber and furs, while the imports include millet, coal, cotton yarn and cloth, machinery, salts, petroleum, oil.

FULL VIEW OF GISHŪ TOWN.

The Yalu Iron Bridge. This bridge, which is the only connection between Manchuria and Chōsen, is under the operation of the Chōsen Government General. It is 3,098 feet in length, and consists of 12 spans. It is the largest bascule bridge in the East, the span nearest Antung being so designed that it can be raised and lowered with a counterpoise. It is lifted four times every day, twice in the forenoon and twice in the afternoon, allowing passage for shipping. For the benefit of pedestrians, there are two foot paths (8 ft. wide) on the bridge.

Gishū is situated on the left bank of the river Yalu about 12 miles northeast of Shingishū. Between the two places motor-busses and *jinrikisha* are available (for fares, see P. 137). By

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water route Gishū is about 11 miles from Shingishū, and there is a daily steamship service between the former and the latter's landing place. From olden times Gishū has occupied an important position on the frontier as a flourishing market for trade between Chinese and Koreans. A fair is held six times a month. The city, about a mile long from east to west and a half mile long from north to south, is crowded with houses and surrounded by four walls, each of which is pierced by a gate. Outside the walls stand a great number of houses thatched with straw in the Korean style. The traffic in this section is very active. ***Public Buildings:***—County Office; Jikei Charity Hospital; Local Court of Justice, Branch; Surveillance Office of the Customs; Credit Society; Agricultural School; Primary School; Primary School for Koreans; Chōsen Colonial Bank, Branch; etc. The public buildings are found within the walls. Population 11,000, of whom 850 are Japanese.

North Heian Province is one of the northern frontier provinces of Chōsen. It borders Manchuria, just accross the Yalu, on the north, and faces the Yellow Sea on the west. On the east it adjoins the South Kankyō Province, and on the south South Heian Province. The province has an area of 11,064 square miles, but it is mountainous and difficult to reach except the seashore districts; consequently the province has but few towns and is sparsely inhabited. Population 1,228,000, or 111 per square mile. The forests on the upper reaches of the Yalu, however, produce excellent timber, and the value of the gold yielded by the mines in the province (¥4,000,000 per annum) amounts to 80 per cent of the total gold output of the peninsula.

Tōgun-tei is a bower on a hill in the northeastern part of the walled city of Gishū. It commands a fine and extensive view of the low lying country. Beyond the Yalu, which flows below it, rise Hu-shan, Chiu-lien-cheng, Sha-ho-chen, and other heights. Tōgun-tei was used by the Japanese as an artillery position in their wars with China and Russia.

Suikō-chin, 7 miles up the river from Gishū, is one of the places where the Japanese forded the Yalu in the aforesaid wars, and on many of the neighboring hills traces of Japanese artillery positions may still be found.

Shōjō Gold Mines are 50 miles northeast of Gishū, in Shōjō County, and are worked by Frenchmen. Their annual yield of gold is worth ¥1,000,000.

Ryūgampo, at the mouth of the Yalu, lies 15 miles south of Shingishū Station, or 13 miles by water route. It is diagonally opposite Ta-tung-kou in Manchuria. The difference between high and low tide at Ryūgampo is sometimes as much as 15 feet. At high tide, the harbor is 17 feet deep, and then it affords an anchorage for vessels of more than 1,000 tons.

Public Buildings: County Office; Police Station; Post Office; Communication Bureau, Branch; Custom House, Branch; Forestry Bureau, Branch; Credit Society; Primary Schools; etc.

Ryūgampo was founded by Russians and was opened to trade at the conclusion of the Russo-Japanese War and now is a trading port on the Yalu, in addition to Shingishū. Population 2,600.

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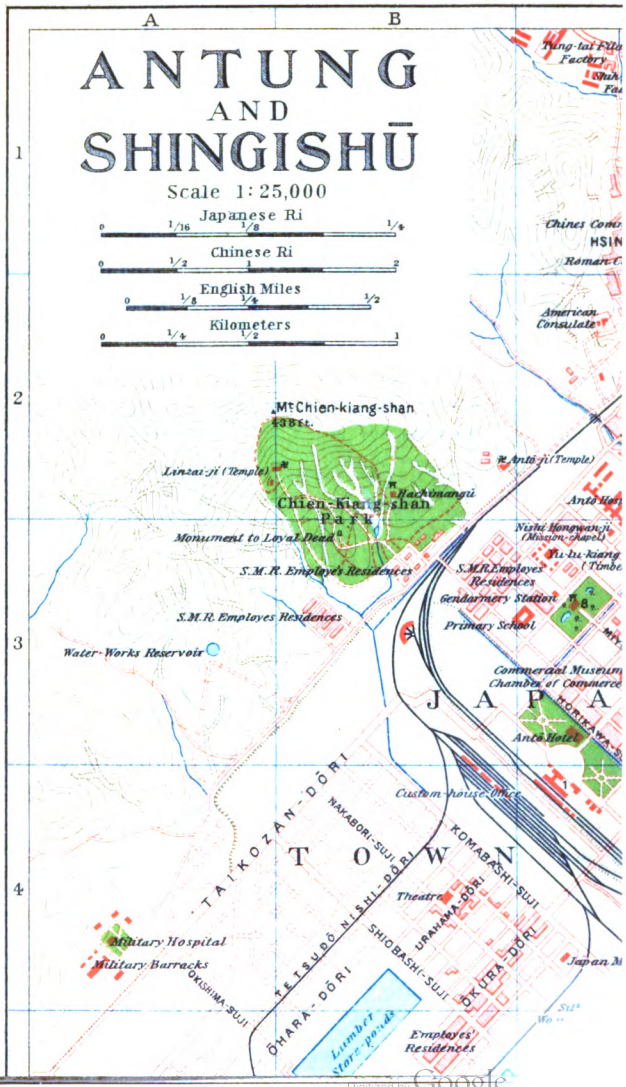

Ya-lu-kiang Bridge.

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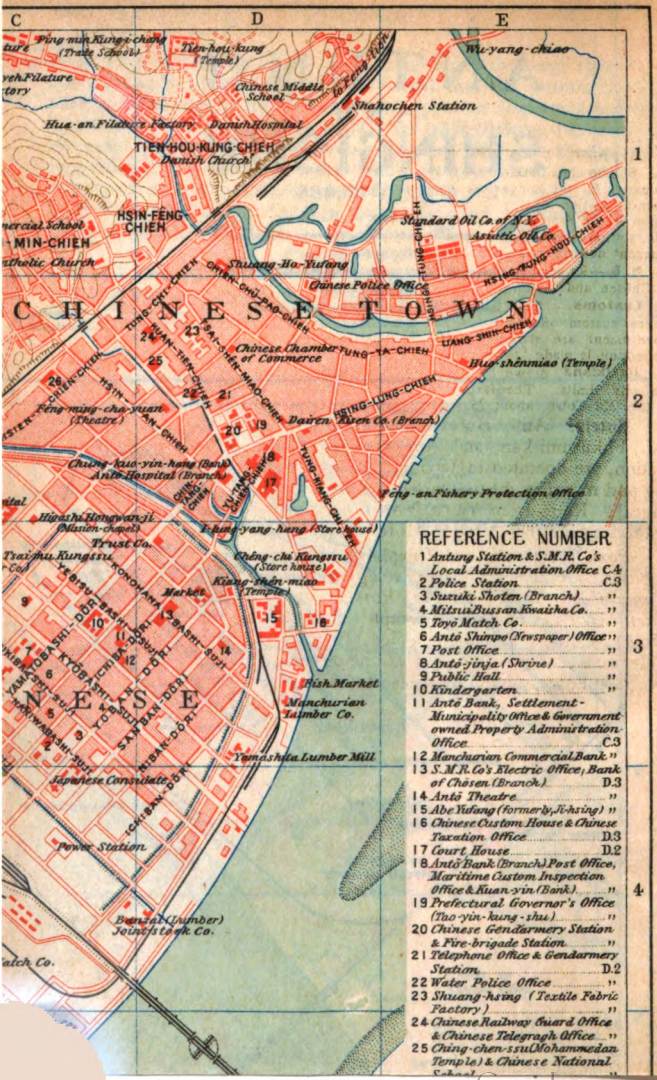

REFERENCE NUMBER

1 Antung Station & S.M.R. Co's Local Administration Office C.4
2 Police Station C.3
3 Suzuki Shoten (Branch) "
4 Mitsui Bussan Kwaisha Co. "
5 Toyo Match Co. "
6 Anto Shimpo (Newspaper) Office "
7 Post Office "
8 Anto-jinja (Shrine) "
9 Public Hall "
10 Kindergarten "
11 Anto Bank, Settlement-Municipality Office & Government-owned Property Administration Office C.3
12 Manchurian Commercial Bank "
13 S.M.R. Co's Electric Office; Bank of Chosen (Branch) D.3
14 Anto Theatre "
15 Abe Yufang (formerly Ji-hsing) "
16 Chinese Custom House & Chinese Taxation Office D.3
17 Court House D.2
18 Anto Bank (Branch) Post Office, Maritime Custom Inspection Office & Kuan-yin (Bank) "
19 Prefectural Governor's Office (Tao-yin-kung-shu) "
20 Chinese Gendarmery Station & Fire-brigade Station "
21 Telephone Office & Gendarmery Station D.2
22 Water Police Office "
23 Shuang-hsing (Textile Fabric Factory) "
24 Chinese Railway Guard Office & Chinese Telegraph Office "
25 Ching-chen-ssu (Mohammedan Temple) & Chinese National School "

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PART III. MANCHURIA.

Route XI. Antung. 安東

Arrival. The city of Antung has two stations, Antung Station (Pl. 1, C 4.) and Sha-ho-chen Station (Pl. D 1). The latter is a small station, designed primarily for the convenience of the Chinese population residing in the north eastern portion of the city. Passengers generally alight at the former station, which is the first stop on the main road connecting Chōsen and Manchuria. At this station there are stores where food and drink as well as souvenirs of different descriptions can be purchased.

N. B.—Remember that the South Manchurian time is an hour later than that of Chōsen and Japan.

Customs. The traveler's baggage is examined at the central platform where custom officials of the Chōsen Government General and the Chinese Government are stationed. On the Fusan-Mukden through trains, however, the inspection is made in the cars.

Jinrikisha drawn by Chinese, are extensively used both within and without the city limits. The fares are: from the station to the New Town, 10–20 *sen*; to the Old Town, about 25 *sen*; to Shingishū, about 30 *sen*.

Hotels. Antō Hotel (Pl. C 3, opposite the station), Gempō-kan, Fukuzumi-kan, and Antō-ryokan, all within easy reach of the station, are operated in Japanese style; a night's lodging with evening and morning meals (called "Japanese plan" in the following pages). Rates from ¥4 to ¥8. For those who prefer a European hotel the Shingishū Station Hotel is recommended (see P. 137).

Post, Telegraph, and Telephone. Japanese Post Office, which handles ordinary mail-matter, telegrams, and telephones (Pl. 7, C 3; *Yamatobashi-dōri*); Chinese Post Office (Pl. 18, D 2; *Yu-tang-chien-chieh*); Chinese Telegraph Office (Pl. 24, D 2; *Kuan-tien chieh*); Chinese Telephone Office (Pl. 21, D 2; *Tao-shu-hou-chieh*). Telegrams can also be sent at the Antung Station. The city has two telephone systems, Japanese and Chinese.

YA-LU-KIANG BRIDGE.

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General Description.

The city of Antung, at the southern end of the Antung-Mukden Line, is located on the right bank of the Ya-lu-kiang, about 30 miles above Ta-tung-kou, a port near the mouth of the river. Across the river, and nearly opposite, is the town of Shingishū, Chōsen. The great facilities afforded for both land and water traffic make Antung the chief distribution center of the basin of the Ya-lu-kiang and surrounding country. Commerce flourishes here. The city is divided into three sections: the Old Town, the New Town, and the S. M. R. Co's Leased Ground.

The Old Town, so called in contradistinction to the New Town established by the Japanese, covers that part of the city used to be known as Sha-ho-chen. It extends over the northern half of the city of Antung, a portion of it stretching out westwards across the railway line, while on the northeast it is bounded by the Sha-ho, which flows into the Ya-lu-kiang; to the northwest rises a hill named Yuan-pao-shan, or "Antō Fuji" as it is sometimes called, (586 feet above the sea level). Antung Park is on the southern side of the hill, and around its base there are a number of filature factories. The principal streets are: Tsai-shen-miao-chieh, Yu-tang-chien-chieh, Hsin-an-chieh, and Hsing-lung-chieh. Of all the streets, the busiest is Tsai-shen-miao-chieh. Though separated by a ditch, the Old Town and the New Town are connected by several streets. The chief government offices, banks, etc. are near the center of the town. The Sha-ho-chen Station is at the northern end. Population (Chinese), 35,000.

The New Town, which was established by the Japanese Military Administrators after the Russo-Japanese War, is bounded on the southwest by the ditch running in front of Antung Station and adjoins the S. M. R. Co's Leased Ground. It has a total area of 1,225 acres. It is encircled by canals for drainage, and by embankments built against floods. The streets are laid out in squares on a regular plan. The houses generally are of wood and in Japanese style, and are characterized by cleanliness. The chief streets are: Yamatobashi-dōri, which, running straight on through the New Town, passes Chin-tang-chieh and leads to Tsai-shen-miao-chieh, Old Town; Ichiba-dōri and Yoban-dōri, which lie parallel to Yamatobashi-dōri. On these streets there are numerous stores. The northwestern portion of Yamatobashi-dōri may be called the residential quarter. The site of the New Town, which is owned by the Japanese Government, is placed under the control of the Settlement Corporation. The town is provided with waterworks and electricity. In this section are all Japanese government offices, banks, companies, etc. Population 19,500 (more than half, Chinese).

S. M. R. Co's Leased Ground. This includes the whole water front of the New Town as well as the plot of ground—square-shaped

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and 1,225 acres in area—which adjoins it on the southwest. In the center is a large timber store pond, and the land surrounding it is set apart for streets, as yet it is sparsely populated, being only dotted here and there by factories of one kind or another. It bids fair, however, to develop, in process of time, into the industrial quarter of the city of Antung. Population, 2,000.

History. Not long ago the Antung region was a mere stretch of wilderness thinly populated. But during the *Tung-chih* Period (1862–74) of the *Ching* Dynasty, an influx of fishermen and peasants in ever increasing numbers from Shantung Province and the coast of the Liaotung Peninsula began to flow in. They were attracted by the important position of the region in the route between Chōsen and Manchuria and by the advantages of water traffic on the Ya-lu-kiang, and the rich natural resources about the upper course of the river, as well as by the great scenic beauty of the country, and soon a settlement grew up, called Sha-ho-tzu, or Sha-ho-chen, or Old Town, and when in 1876, the Chinese Government established the Antung-hsien (District office) in the town, the place began to develop rapidly and soon made itself the commercial center of the surrounding district, surpassing both Ta-ku-shan and Ta-tung-kou in trade and prosperity.

In the meantime, when, as the result of the Russo-Japanese War, this part of the country came under Japanese sphere of influence, the Japanese Government founded a new town on the ground lying immediately southwest of Sha-ho-chen, while the South Manchuria Railway Co. obtained a lease of an area southwest of the New Town. All these sections together form what is generally called Antung.

Public Offices, etc. U. S. A. Consulate (Pl. C 2.) *Japanese:* Imperial Japanese Consulate (Pl. C 4; *Samban-dōri*); Police Station (Pl. 2, C 3; *Ichiba-dōri*); Garrison (Pl. A 4; *southwestern corner of S. M. R. Co's Leased Ground*); Antung Settlement Corporation (Pl. 11, C 3; *Iehiba-dōri*); Government Properties Administration Board (Pl. 11, C 3; *Ichiba-dōri*); Custom-House Office (Pl. C 4); S. M. R. Co's Local Administration Office (Pl. 1, C 4, *opposite the station*); S. M. R. Co's Electric Light Office (Pl. 13, D, 3; *Ichiba-dōri*); S. M. R. Co's Antung Hospital (Pl. C 2, *Hachiban-dōri*); Military Hospital, Branch (Pl. A 4); Primary School (Pl. C 3, *Shichiban-dōri*).

Chinese: Prefectural Office or Tao-tai Yamen (Pl. 19, D 2; *Tao-chien-chieh*); Antung District Governor's Office (Pl 26, C 2; *Hsien-chien-chieh*); Court of Justice (Pl. 17, D 2; *Yu-tang-chien-chieh*); Custom House Inspection Office (Pl. 18, D 2; *Yu-tang-chien-chieh*): Gendarmerie Station (Pl. 20, D 2; *Tao-chien-chieh*); Police Station (Pl. D 2; *Chao-kou-chieh*); Water Police Office (Pl. 22, D 2; *Kuan-tien-chieh*); Fengtien Prison, Antung Branch (Pl. 26, C 2; *Hsien-chien-chieh*); Antung Custom House (Pl. 16, D 3; *Hai-kuan-chieh*); Chamber of Commerce (Pl. D 2); Middle School (Pl D 1; *Ching-lung-chieh*); Commercial School (Pl. D 2, *Hsin-min-chieh*); Industrial Training School (Pl. C 1).

Business Associations. Antung Chamber of Commerce (Pl. C 3, *Yamatobashi-dōri*); Timber Merchants' Union; Antung Exporters' Union; Rice Merchants' Union; Apothecaries' Union; Ya-lu-kiang Junkmen's Union, all in New Town.

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FULL VIEW OF ANTUNG CITY.

Banks. ***Japanese:*** Bank of Chōsen, Branch (Pl 13, D 3; *Ichiba-dōri*); Antō Bank (Pl. 11, C 3; *Goban-dōri*); Manchuria Commercial Bank (Pl. 12, C 3; *Ichiba-dōri*). ***Chinese:*** Bank of China (Pl. D 2; *Yu-tang-chien-chieh*); Three Eastern Provinces Government Bank, Branch (Pl. 18, D 2; *Yu-tang-chien-chieh*).

Companies and Stores. Asiatic Petroleum Co. (Pl. E 1; *Sha-ho-chen*); Standard Oil Co. of New York (Pl. E 1; *Sha-ho-chen*); George L. Shaw. (Yi-loong, Pl. D 3. Agencies; Indo-China Steam Navigation Co.; Ocean Steamship Co.; C. P. O. Co.; P. & O. S. N. Co. ;China Mutual Life Insurance Co.; China Sugar Refining Co.).

Japanese: Mitsui Bussan Kaisha, Agency (Pl. 4, C 3, *Yoban-chō-dōri*); Osaka Shōsen Kaisha, Agency; Dairen Steamship Co, Agency (Pl. C 2; *do.*); Suzuki Shōten, Agency (Pl. 3, C 3); *Yalu Timber Co. (Pl. C 3; *Hachiban-dōri*); Antung Trust Co. (Pl. D 3, *Yamatobashi-dōri*); Antō Pottery Co. (Pl. A 5); Yalu Lumber Mill Co. (Pl. B 5; *Liu-tao-kou*);** Jih-hsing Yufang (Pl. 15,D 3; *north-eastern end of New Town*); Yamashita Lumber Mill (Pl. D 3); Manchuria and Chōsen Iron-works; Yalu Shipbuilding Yard; Eastern Asia Timber Co.; Antō Printing Co.

Chinese Merchants: Yü-hou-chan (grocery); Kuang-tai-li (do.); Kuang-shun-hou (do.); Chang-lung-cheng (silk); Chung-hou-shun (do.); Yü-hou-sheng (do.); Chung-hsing-hou (shipping); Tung-i-chang (do.); Hsing-hsing-kung (do.); Chang-shun-yü (do.).

***The Yalu Timber Co., or Yalukiang Tsai-mu Kung-ssu, as it is called in Chinese, is a joint undertaking of Japanese and Chinese merchants. It operates in the forests of the upper Yalu, transshipping the lumber for commercial purposes. The Company was established in 1908 with a capital of 3,000,000 dollars, divided equally between Japanese and Chinese.

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The Jih-hsing Yufang, which was established in 1908 with a capital of ¥5,000,000 is also operated jointly by Japanese and Chinese. This factory was the first in this part of the country to extract bean oil and produce bean cakes by machinery.

Parks, Theatres, Clubs, etc. Antō Park; Chen-kiang-shan Park (Pl. B 2,3); Antō Theatre (Pl. 14, D 3); Feng-ming-cha-yuan (Pl. D 2); Cinematograph Theatre (Pl. D 3); Antō Club (Pl. 9, C 3); Antō Shimpō (Japanese newspaper) Office (Pl. 6, C 3); Antō Shrine (Pl. 8, C 3).

Industries. The chief industries in Antung are those connected with the production of tussur silk, of bean oil and bean cakes (yufang), and of lumber. With the exception of the lumber trade, the industries are, for the most part, conducted on a small scale, the methods employed being quite primitive. Antung's output of bean cakes is far less than that of either Dairen or Yingkou. But the city is the chief distribution center of tussur silk in Manchuria. Formerly, the cocoons used to be exported to the Chefoo region, but of late many filature factories have been established by Shantung capitalists, and this industry shows promise of steady development

The Silk Industry. Tussur cocoons come to Antung from Huai-jen, Kuan-tien and neighboring regions to the north, and from Tsao-ho-kou, Hsiu-yen, Ta-ku-shan, and their adjacent districts in the southwest. About 70 or 80 per cent of the cocoons collected here are manufactured into silk in the city; while the rest are exported to Chefoo, Lung-kou, and other places in Shantung Province. The filatures in Antung at present number 36, most of them being operated by the Chinese. The value of the annual output amounts to about 4 million *yen*. The raw-silk manufactured here is sent to Chefoo, Shanghai, and Japan. The chief factories are: Hou-chü-cheng, Heng-tai-chang, Chien-cheng-heng, Hua-an Filature Factory, Yuan-chi Filature Factory, Tung-tai-chan, Fu-yü-heng all are in Old Town.

The Yufang Industry. The annual bean crop varies from 3,500,000 to 4,000,000 bushels, but in 1917 it reached 5,000,000 bushels, of which about 3,500,000 bushels were used in Antung in making bean oil and bean cakes. At present the factories number 15, one of which is operated by Japanese. The annual output amounts to about 3,000,000 pieces of bean cakes and 15,000,000 lbs. of bean oil. Of the bean cakes 80 to 90 per cent are exported to Japan, the rest being sent to various districts in Shantung Province; while the bean oil is exported through Shanghai, Kōbe, and Yokohama to the United States of America. The chief factories are: Jih-hsing Yufang, Heng-shun-kung, Kuan-tai-mao, Fu-lung-hsiang, Shuang-hou-chan, Tung-fa-yung, I-tseng-chang, Hsing-cheng-fu, and Feng-yü-chan.

The Lumber Industry. The staple product of Antung is the lumber from the forests of the upper Yalu. Of the timber collected in Antung, 25 per cent is sawed into boards in the city. The mills at present number 26, all of which are operated by Japanese. The

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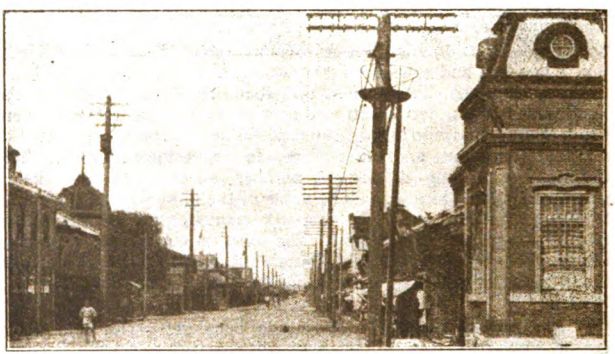
value of annual output exceeds ¥2,700,000. The chief mills are: Yalu Timber Co.; Banzai (Lumber) Co.; Yamashita Lumber Mill; Kaku Lumber Mill.

The Ya-lu-kiang Timber. The timber comes from the basin of the Upper Yalu; the resources of which are said to be almost inexhaustible. The right of lumbering rests entirely with the Yalu Timber Co., which builds the lumber into rafts and floats them down the stream to Antung. The forest worked by the Company extends over the whole right bank of the upper Yalu as well as over the basin of the Hun-kiang, one of its tributaries. Its area aggregates to about 2,450,000 acres, and the potential store of timber is roughly estimated at 4,200,000,000 cubic feet. The varieties of trees most commonly found in this region are: Chōsen-matsu (*Koraiensis, Sieb. et Zucc.*), Tō-hi (*Picea hondoensis*), Shirabe (*Abies veitchii, Lindl.*), Bara-momi (*Picsa polita, Carr.*), Aka-matsu (*Larix leptolepis, Gord.*) and the Kara-matsu (*Larix letolepis, Gord.*).



NEW TOWN, ANTUNG.

Rafts on the Yalu. The ordinary sized raft is about 100 feet long and 20 feet wide, containing from 200 to 500 pieces of timber. This is the way it is made. First, pieces are tied together in a row, each piece being 8 feet in length, 1 foot 6 inches to 2 feet in breadth, and 8 inches in depth This is the smallest unit. Then 4 to 11 of these units are fastened together transversely and made into a larger unit. Lastly, 5 of these larger units are tied together lengthwise and the raft is ready for transportation. Three or four men ply the oars on each raft, a small shelter being built for them on the raft to live in. When the river is swollen, the rafts are made up in two layers. It usually takes one to two months for these rafts to reach Antung or Ta-tung-kou. **The Rafting Season.** In October or November, when the Yalu is frozen over, the lumbermen go into the forests and fell the trees. As soon as the ice begins to melt, the rafts are made up and floated down the river. July and August are the busiest months.

The Output and Sale. Though not uniform, but depending upon the weather and other conditions, the output is roughly estimated at 6,000,000 cubic feet on the Chōsen side and 18,000,000

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cubic feet on the Manchurian, the total reaching 24,000,000 cubic feet. The demand for the timber comes not only from South Manchuria and Chōsen, but also from Tientsin and other ports on the Bay of Po-hai. It is sent also to Yingkou (Newchwang) and Chin-chou in the north and to Lungkou, Chefoo, Weihaiwei, and Chingtao in the south. Of late the market has been extended still farther south: and it is in demand in Nanking and Hankow as well as in Shanghai. The lumber (including both round and square pieces) collected in Antung in 1917 reached about 18,700,000 cubic feet, valued at 3,509,000 *Hk. tls.*

The chief destinations and quantities are as follws:

Destinations	Quantities	
	Timber	Lumber
Various ports in China	577,500 cu. ft.	34,200 cu. ft
Dairen and Ryojun.....	1,430,000 „	1,320,000 „
Mukden and Fushun	4,430,000 „	1,092,000 „
Manchuria	1,540,000 „	324,000 „
Chōsen.....	880,000 „	1,020,000 „

Trade. The imports are: cotten yarn and cloth, hardware, wheat flour, suger, matches, kerosene, food stuffs, and miscellaneous goods. The principal exports are: timber, bean cakes, rice, cereals, tussur cocoons and silk. The trade of Antung amounted, in 1917, to 43,277,400 *Hk. tls.* of which 12,752,400 *Hk. tls.* were for exports, and 30,525,000 *Hk. tls.* were paid for imports.

In the past, the greater part of all merchandise was transported by water to and from Antung, but the completion of the bridge over the Yalu in 1911 and the reconstruction of the Antung-Mukden Railway (which had till then been a light railway) led to a great increase in rail transported freight, and now, due to lowering the customs and the reduction of freight rates effected in October, 1913, by the Department of Railways of Japan, the Chōsen Railway Board, and the South Manchuria Railway Company, all the imports are conveyed by rail.

The Ya-lu-kiang River. This river is sometimes called the I-chou-kiang or Ai-kiang. It rises in the southern slope of Mount Paitou-shan, of the Chang-pai-shan range. It forms the boundary between Manchuria and Chōsen, and finally empties into the Yellow Sea. It is about 500 miles long. At a point between 60 and 70 miles south of its source it turns westward, and after a while again bends toward the north. In its 120 miles to Mao-erh-shan, on the extreme border of Kirin and Fengtien Provinces, it receives a number of tributaries.

Navigation on the Yalu. The river is navigable by junks for a dsitance of about 270 miles between Mao-erh-shan and Antung. In this generally southwesterly course with its tributaries from both the Manchurian and the Chōsen side, it widens into a broad river. Among its chief affluents are the Hun-kiang and the Ai-ho on the right side and the Jijōkō and the Unjōkō on the left. From Antung

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to Tung-kou, opposite the confluence of the Unjōkō and the main stream, the river, for a distance of about 170 miles, is navigable, at its ordinary level, by junks of 14 or 15 tons draught; while from this point on to Mao-erh-shan—a distance of about 100 miles—it is navigable by junks of 6 or 7 tons draught. For floating pieces of timber or rafts, however, the river can be made use of as far as the upper reaches east of Mao-erh-shan as well as on most of its tributaries. At about 40 miles below Tung-kou, there is a place called Hun-kiang-kou, at the confluence of the main stream and the Hung-kiang, one of its tributaries.

The Hung-kiang River. This river, rising in a mountainous part of Tung-hua-hsien District in the north, flows southwest, and after passing Huai-jen, turns southeast. It is the largest tributary of the Yalu. In summer, when the river is full, junks of no less than 15 tons draught can go up as far as Sha-chien-tzu, about 40 miles above its juncture with the Yalu. Smaller junks of 6 or 7 tons draught can go over 20 miles farther to Pa-li-tien, near Huai-jen. During low water, however, Sha-chien-tzu is the highest point that can be reached even by junks of small size.

Yüan-pao-shan, so-called because it looks like an inverted Yüan-pao silver coin (sycee silver), is a high hill (580 ft. above sea level) situated a short distance north of Sha-ho-chen Station. It commands a panoramic view of the whole city. At the foot are the Tien-hou-kung and Hu-shen-miao temples.

Chen-kiang-shan. This hill is behind the New Town. About half way up stands a Buddhist temple amidst a bit of charming scenery. From this point a splendid view is obtained of the traffic on the river as well as of Shingishū on the opposite bank, just where the serpentine iron bridge spans the stream. On the midway is a Soldiers' Monument dedicated to Japanese officers and men—to the number of 1,095—killed in the battles south of Pen-hsi-hu; their remains lie buried here.

Liu-tao-kou. This is a tract of land extending to the southwest of Chen-kiang-shan. In the surrounding country there are many rocks of fantastic shapes which harmonize with the numerous groves of fresh green foliage. In the blossom season, the peach garden is much visited. The barracks of the Japanese garrison are located near by.

The Towns near Antung.

Among the towns in the neighborhood with which Antung has close commercial relations are Kuan-tien, Huai-jen, and Tung-kiang, in the Yalu basin, and Ta-tung-kou and Taku-shan, on the Yellow Sea. A brief description of each is given below.

The Towns in the Yalu Basin. Chief among them are Kuan-tien, Huai-jen, and Tung-hua, which are all so inconveniently situated that they are accessible on land only by foot, or by water on the Yalu.

Kuan-tien 寬甸 lies about 70 miles northeast of the city of Antung and is the seat of the Kuan-tien (district office). It has a population of 4,000. Situated, as it is, far from the Yalu with its facilities for water transportation, the town is not in a flourishing condition, the center of trade for the locality being at Chang-tien-ho-tzu,

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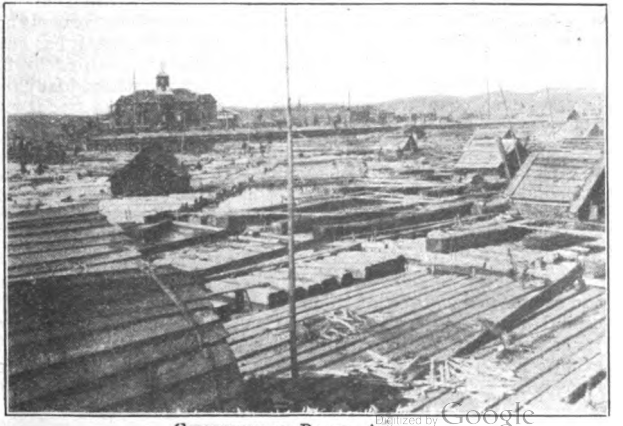
a town about 32 miles to the south on the right bank of the river. Chang-tien-ho-tzu exports beans, maize, bean cakes, and kaoliang to Antung the annual value of which is estimated at about 250,000 *tls.*; while cloths and miscellaneous goods to the value of 50,000 or 60,000 *tls.* are imported every year. There are two routes between Kuan-tien and Antung: one is part of the road connecting Antung and Tung-hua (about 70 mls.); the other, that leading by land to Chang-tien-ho-tzu (about 32 mls.); whence it connects with Antung by water a total distance of about 75 miles.

Huai-jen 懷仁 is on the left bank of the Hun-kiang, about 83 miles northeast of Kuan-tien. About 55 miles northwest of it lies Yung-ling-kai. Huai-jen is the seat of the Huai-jen-hsien (district office) and has a population of 6,000. Being the chief town of the district, it holds its own and ranks with Sha-chien-tzu, about 35 miles below, but it is outstripped in trade by the latter. The local products are, for the most part, collected and distributed at Sha-chien-tzu, which enjoys greater facilities for water transportation than Huai-jen. The principal imports are: beans, hemp, bean cakes, spirits, etc., the greater part of which go to Antung, only a small portion being destined for Mukden through Hsing-ching (see P. 174). Their annual value is over 50,000 *tls.* The exports from Sha-chien-tzu amount to 80,000 to 90,000 *tls.* annually. The imports are cloths and miscellaneous goods, the annual value of which is estimated at over 100,000 *tls.*

Tung-hua 通化 is on the upper reaches of the Hun-kiang and about 62 miles northeast of Huai-jen. It is the seat of the Tung-hua District Office and has a population of 65,000. This part of the country is so difficult of access, that in Hsing-ching (for about 76



COLLECTION OF RAFTE, ANTUNG.

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mls.) only drays can be employed throughout the year. In the Huai-jen region the roads are so bad, that except in winter, when the rivers are frozen over, only pack horses can be employed. In the winter, traffic is carried on by drays on the frozen surface of the rivers down to Sha-chien-tzu, and from there still continues on the ice to Antung. Mao-erh-shan, on the upper Yalu, about 100 miles east of Tung-hua, can be reached by pack horses. The region near the upper Hung-kiang in Tung-hua-hsien, is well-known for its timber, more than half of the lumber collected at Antung being supplied by this district alone. In the timber season, more than 20,000 coolies come into Tung-hua, adding to the business activity of the city ; and even though situated in an out-of-the-way section it has a more flourishing trade than that of any other town in the neighborhood. This locality, which is mountainous, is not favorable for farming, but produces tobacco and drugs, which are exported yearly to the value of over 100,000 *tls.* The imports are cloths and miscellaneous goods, the annual value of which is estimated at 300,000 to 400,000 *tls.;* 60 per cent of these imports come from Antung and 40 per cent from Mukden.

Ports on the Yellow Sea. Ta-tung-kou, Ta-ku-shan, Chuang-ho, and Pi-tzu-wo are among the most important ones. As they have close commercial relations with the Antung market, they will be briefly described below with the exception of Pi-tzu-wo.

Ta-tung-kou 大東溝 is about 30 miles southwest of Antung, on the left bank of the Ya-lu-kiang. It has a population of 10,000 : but with the development of Antung, its trade seems to be on the wane. Its commerce is confined within a narrow sphere, the trade being only with the southern part of Antung District and the southeastern part of Feng-huang-cheng.

Ta-ku-shan 大孤山 is situated about 33 miles west of Ta-tung-kou, on the delta at the mouth of the Ta-yang-ho River. It has a population of 20,000. Formerly a leading trade port, it has been eclipsed by Antung in prosperity. Besides, the sand carried by the Ta-yang-ho silting up the entrance to the port, the passage for junks is very much obstructed. It carries on more or less trade with Hsiu-yen.

Hsiu-yen 岫巖 is about 50 miles northeast of Ta-ku-shan, on the left bank of the Ta-yang-ho. It is the capital town of Hsiu-yen-hsien District and has a population of 8,000. But its business is far from flourishing, Hsiu-yen stone and tussur cocoons being the only products worth mentioning. The cocoons are exported chiefly to Kai-ping (see P. 226).

Chuang-ho 莊河 is about 48 miles southwest of Ta-ku-shan and over one mile above the mouth of the Tung-chuang-ho. It is the capital town of Chuang-ho District and has a population of 4,000. It carries on junk trade with Chefoo, Shantung Province. It exports maize, beans, and bean cakes. Its fish and salt industries enjoy a fair amount of prosperity.

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Route XII. Antung to Mukden.

Through Train Service. Between Antung and Mukden (or Fengtien) S. M. R. Station, two passenger trains (Fusan-Mukden through trains) run daily from each city. The distance is 171.4 miles, and it takes from 9 to 9¼ hours. *Fare:* 1st class, ¥12; 2nd class, ¥7.70. *Sleeping Car:* 1st class upper, ¥5; lower, ¥7; 2nd class upper, ¥3; lower, ¥4.50. A dining car is attached to each train: breakfast, ¥1.50; luncheon, ¥1.50; dinner, ¥2.00. Besides those above mentioned, there is one daily train service between Antung and Chi-kuan-shan, and one between Chi-kuan-shan and Mukden.

History of the Line. This line was first constructed as a light railway for military purposes during the Russo-Japanese War (1904–5). It took about two days to cover the distance. After the war, it was transferred to the S. M. R. Co., which undertook, in accordance with the Manchurian Agreement entered into with China, the reconstruction of the line to standard guage. The work was commenced in August, 1909, and was completed in October, 1911. This, together with the construction of the great iron bridge over the Yalukiang, which is under the management of the Chōsen Government General, has made the line one of the chief routes of the Europe-Asiatic Continental Through Traffic Service.

Description of the Line and its Territory. The region through which this line runs is generally wild and mountainous, forming scenic features of infinite variety. It is quite worthy of the name of the 'Yabakei of Manchuria', as it is sometimes called by Japanese tourists. On one side, the train as it speeds on, is greeted, almost at every turn, by the high and strangely shaped peaks of Fu-i-shan, Feng-huang-shan, Chi-kuan-shan, Huang-ta-jen-shan, Mo-tien-ling, Fu-chin-ling, and others of a branch of the Chang-pai-shan range; on the other side, it crosses and recrosses the streams, large and small, of the Ai-ho, the Hsi-ho, the Tai-tzu-ho, and their tributaries, which wind their way in and out of the valleys of these mountains. All along the track are water and landscapes interspersed in the same picture, yet blending into one harmonious whole of exquisite beauty.

From Antung Station it is 2 miles to Sha-ho-chen Station. After leaving this station, the train passes a hill and soon reaches Ha-ma-tang (5.9 mls. from Antung). The neighboring hill is associated with the Russo-Japanese War. It was here that the Russian troops, defeated on the Yalu, took up a position, in order to cover the retreating army, but being hotly attacked on three sides by General Kuroki's army, they were driven into the valley below and utterly routed.

Wu-lung-pei 五龍背 (15 mls.) is a village on the upper course of the Sha-ho. It has only a sparse population of 500, but is well known for its hot springs, which gush out from the banks of the Ha-ma-tang River flowing near the station. South of this village is a small, thickly wooded hill, which commands a fine view of the paddy fields in the neighborhood.

Wu-lung-pei Hot Springs. About one-fifth of a mile east of the station is the Goryūkaku Hotel, which is European in structure and furnished in Japanese style. Its rooms and bath rooms leave little to be desired. Rates: 'Japanese plan', ¥3.50–6.00, luncheon, ¥1.70–2.50; a reduction is made for a stay of over 10 days. Rooms: ¥1–10; an extra charge of 10 *sen* a day is made for bathing.

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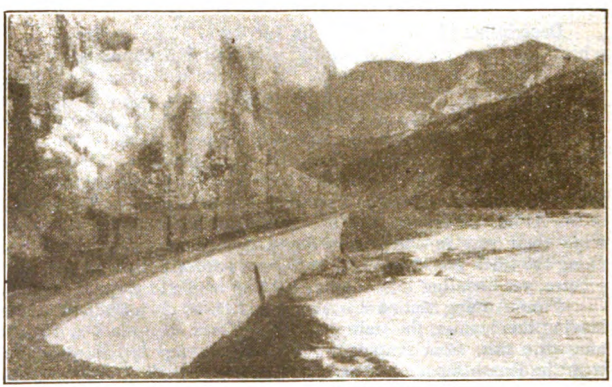
Comparatively warm in winter and cool in summer, this section is a good health resort in both seasons. The wild beauty of its scenery, with the two mountains, Wu-lung-feng and Feng-huang-shan, constantly in view in the distance, attracts visitors not only from Antung, but also from the Mukden region all the year round.

The water, which, colorless and transparent, is alkaline, and has a slight smell of sulphurated hydrogen, is said to be efficacious for piles, skin diseases, and rheumatism.

Tang-shan-cheng 湯山城 (20.7 mls). This was, like Chiu-lien-cheng, Feng-huang-cheng, and others, one of the Nine Border Fortresses. However, very little remains now of what it once was. The line north of this place runs along the ravine of a tributary of the Ai-ho. The mountain rising on the right side of the track is Fu-i-shan (2,165 feet above sea level).



CHŌGYO-DAI, NEAR CHIAO-TOU.

Kao-li-men 高麗門 (28.1 mls). This is a small hamlet consisting of 20 houses only, to each of which is attached a store. The Kuan-ti-miao, and other temples are in this place, which was named after the Kao-li-pien-men, the most southern of the Six Guard Stations on the "Long Palisade." Some traces of the anicent gateway are still to be seen.

The "Long Palisade", or Liu-shu-pien-chiang, was built by the founder of the *Ching* Dynasty at the time of the subjugation of Manchuria for the purpose of defending the eastern frontier. Beginning in the south at the Kao-li-pien-men, it extends northeast and turns the end of Hsing-ching, whence, proceeding diagonally northwestward, it passes Kai-yuan and Chang-tu, and extends to the fortresses on the border of Manchuria and Mongolia. The Six Guard Stations include all the barrier gates south of Kai-yuan: Wei-yuan-pu, Ying-e, Wang-ching, Kan-chang, Ai-yang, and Kao-li, in the order given, from north to south. They were constructed with the view of keeping watch on those who passed the gates. Nothing but ruins now remains of the gates.

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Feng-huang-cheng 鳳凰城 (37.2 mls). This town is well known as the base of operations chosen by the Japanese First Army in the Sino-Japanese and Russo-Japanese Wars. During the *Ching* Dynasty, it was the site of one of the Nine Border Fortresses, a defensive position of strategic importance against Chōsen, and the Eastern Taotai Yamen (Prefectural Government Office) was established here. The Yamen was, however, afterwards removed to Antung.

The castle to the east, near the station, is probably the one rebuilt during the *Ching* Dynasty. Though not built on a large scale, it possesses two gates, the southern and the eastern. Within its walls are the Feng-cheng-hsien (District Governor's Office), Post Office, Telegraph Office, Kung-tzu-miao Temple, Kuan-ti-miao Temple, Lama Temple, Ching-chen-ssu (Mohammedan Temple), and a large number of houses occupied by Tartar troops. The town proper is outside the walls, the streets leading from the Southern Gate of the Castle being especially busy with trade. The population of the town is 10,000.

The trade of the town covers the greater part of Feng-cheng District with the exception of the sections under the influence of Tatung-kou, Ta-ku-shan, and Lung-wang-miao towns. The merchandise transported between Antung and Ai-yang, Sai-ma-chi, Kan-chang, Hsing-ching, and other towns, passes, for the most part, through this town. Antung is the only city having commercial relations with these places. The chief exports are beans, cereals, tussur-cocoons, etc.; the chief imports are miscellaneous goods and cloth.

Mt. Feng-huang-shan (3,060 ft. above sea level). It is about 5 miles from the station to the mountain. For a part of the way mules, or donkeys, are available. The mountain is broken into bold peaks which tower high into the sky. The castle on the summit, of which there remain but few traces, was probably one of the 108 Castles built in the middle of the 4th century by *Yung-lo* the Great, of *Kokoli*. Everywhere in the mountain are to be seen gigantic rocks of grotesque shape, and hcary, moss covered pine trees in the midst of which are ancient temples, such as the Niang-niang-miao, Kuan-yin-ko, Chao-yang-ssu, Hsiao-yao-ssu, and others. The leaves rustling in the breeze above and the rippling murmurs of the streamlets below add a charming quality to the pleasure of this summer resort.

The main route north of Feng-huang-cheng, having its course obstructed by the mountains which rise one after another on its way, turns westward little by little, and after a short distance leads to Szu-tai-tzu (43 mls). After leaving this station, the train again takes a circuitous course, among the mountains, until it reaches Chi-kuan-shan (49.8 mls.). Population, 700. The town contains a Post Office, Japanese Primary School.

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On the section between this town and Chiu-mu-chuang (58.6 mls.) rise Chi-kuan-shan and Hei-keng-ling, two steep mountains, impeding the way. In the light railway days even though this part of the track was made in a spiral form, some of the cars had to be detached from the trains so that they could climb the grade. Now, however, with standard gauge and the six tunnels cut through the mountains, the ruling gradient has been reduced to, 1 in 80, giving a level road bed. The total length of the tunnels is 5,320 feet. The longest is the one through Chi-kuan-shan, 3,254 feet. The eastern entrance of this tunnel bears an epigraph written by Marquis Matsukata: on the western entrance there is one by Prince Saionji.

On the section between this tunnel and Liu-chia-ho (62.6 mls.) are three tunnels, the last of which, the Liu-chia Tunnel, 1,782 feet, is the longest. The line north of Liu-chia-ho runs generally along the Tsao-ho, a river which empties into the upper stream of the Ai-ho, and after passing Tung-yuan-pu (72.4 mls.), reaches Tsao-ho-kou.

Tsao-ho-kou 草河口 (79.9 mls). This town is about half way between Antung and Mukden. In the days of its light railway it was the terminus both of the Antung and of the Mukden lines, and, for a time, enjoyed great prosperity. Since the opening of the new line, however, it has begun to show signs of declining, though it still has a fairly large amount of traffic, for the reason that all passengers and freight destined overland for Sai-ma-chi and Kan-chang, to the east, pass through it in considerable volume.

Sai-ma-chi, on the upper course of the Ai-ho, is a town about 30 miles east of Tsao-ho-kou. Its eastern outlet is through the Ai-yang Border Fortress to Kuan-tien-hsien District. Population (Chinese), 1,000; (Japanese), 60. The chief products are coal, iron ore, and placer gold. There is also a large production of tussur-cocoons. In the neighborhood are nine coal fields, each worked on a small scale and by old fashioned methods. Of these Pin-ting-shan and Hsiao-kung-shan-tzu are the best known. The coal is of different kinds: one, semi-anthracite and highly cohesive; another, anthracite, is found in seams four or five feet thick. Though the deposits are by no means small in the aggregate, the coal being mined at present is of negligible quantity. The iron ore and iron works in the neighborhood do not as yet fare any better than does the coal industry, the quantity of ore produced and worked up being barely sufficient to make the agricultural implements needed in the locality.

Kan-chang is about 60 miles northeast of Tsao-ho-ko, on the right bank of the junction of the upper Tai-tzu-ho and the Shang-sung-ho. It was formerly under the jurisdiction of Hsing-ching-hsien District, but in 1906 was placed under that of Pen-hsi-hu-District. Public Buildings: Branch of the Pen-hsi-hu Police Office; Chinese Chamber of Commerce; Chinese primary school, etc. Population, 6,000. To the north is a range of hills; on the south,

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MT. FENG-HUANG-SHAN.

the town opens into a fairly spacious tract of level land. The town is divided into two sections, Chien-chieh and Hou-chieh, with the main stores in the former section. The chief products are kao-liang, beans, distilled spirits, timber, etc.

Leaving Tsao-ho-kou and running north, the train soon comes to a deep cut in the mountain, where it parts company with the narrow stream of the Tsao-ho, and after making an ascent at 1 in 80 grade for about 6 miles, reaches Fen-sui-ling, the dividing ridge of the basin of the Yalukiang and the region drained by the rivers flowing into the Bay of Liaotung. On the summit still remain the ruins of an entrenchment, relic of the two great wars Japan has gone through, the one with China and the other with Russia.

The tunnel at Fen-sui-ling is 1,914 feet in length, and on the other side of it is Chi-chia-pu (86.6 mls), the highest station on this route, being 1,262 feet above sea level. At this point the down grade begins. After crossing and recrossing the upper Hsi-ho several times, and passing through the tunnel at Lien-shan-kuan (1,175 ft.), the train reaches Lien-shan-kuan (92.3 mls). Though there remains little to indicate what it once was, this place was formerly one of the Eight Post Towns on the route between Manchuria and Chōsen. Population, 400. Public Buildings: Military Barracks, Post Office, etc.

The section between Lien-shan-kuan and Chiao-tou (or Pen-hsi-hu)—a distance of 55 miles—lies along the picturesque gorge of the Hsi-ho, or the '*Yabakei of Manchuria*', as it is called. As the train runs on, one peak after another comes into view, while below, the silvery stream, with its serpentine windings, now collects in slow,

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silent pools, or rushes into turbulent, seething rapids, the whole affording scenery which is charming beyond words. Then, too, the gorgeous tints of the leaves here in late autumn can hardly be surpassed.

As the train leaves Lien-shan-kuan and runs north, the tourist will see on his right a mountain of five peaks towering high into the sky ; this is Mo-tien-ling, made famous in the Sino-Japanese and the Russo-Japanese Wars, on account of the fighting on it. Kuan-ti-miao, on the summit, is a temple erected by the Chinese in commemoration of the apparent victory gained by one of their generals, when the Japanese army made a strategic retreat.

Passing through several tunnels, the train soon reaches Hsia-ma-tang (97.7 mls). On the sloping tract north of this town are seen here and there groves of *Quercus Mongolia*, a tree used for making incense. The wood is ground into powder at several mills which are operated by water power furnished by the Hsi-ho.

As the train goes farther north, the scenery of the valley grows more and more enticing, with many a high peak in view on each side. Three or four tunnels more, and the train comes to Nan-fen (104.1 mls.). After leaving this town, the train soon passes the crowning glory of the whole landscape, Tiao-yü-tai, a gigantic rock soaring high against the sky from the narrow neck of the Hsi-ho. On the top is a temple called Pu-chi-ssu, its red walls and long flights of stone steps seen in the distance giving it the appearance of an enchanted palace in a mirage.

Miao-erh-kou Iron Mines, Miao-erh-kou is 5 miles southeast of Nan-fen Station. The ore dug out here is carried down for about a mile by endless rope to the foot of the mountain, and thence to the station by light railway, where it is transported to the iron-works at Pen-hsi-hu. After crossing the Long Bridge at that part of the Hsi-ho where the stream grows broader and runs more slowly, the train comes to Chiao-tou.

Chiao-tou 橋頭 (113.4 mls.). This is sometimes called Hsi-ho-yen, and is known, together with its neighboring sections, by the name of Pai-yun-chai. Population (Chinese), 1,050; (Japanese), 350. Public Buildings: Military Barracks; Post Office; S. M. R. Co's Machinery and Rolling Stock Local Office; Primary School, etc. The adjacent height, one of the battlefields of the Russo-Japanese War, commands a superb view of the surrounding country. On its side stands a Soldiers' Monument.

North of Chiao-tou rises a steep mountain named Fu-chin-ling, through which is cut the longest tunnel (4,884 ft.) on this route. After running at 1 in 80 gradient for 6 miles, and passing Fu-chin (119.8 mls), the train reaches Pen-hsi-hu. The stream which flows along the track is a tributary of the Tai-tzu-ho. The black patches seen here and there on the hill sides are the outcroppings of Coal veins.

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Pen-hsi-hu 本溪湖 (123.1 mls.)

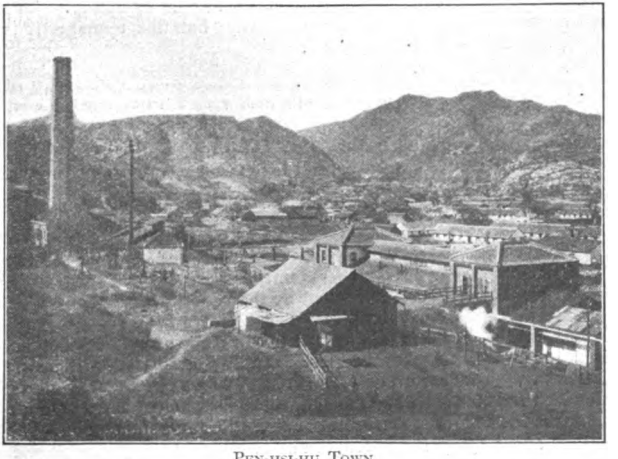
(About 6½ hrs. from Antung—2 hrs. from Mukden).

Jinrikisha: 10 *sen* to any part of the New Town; 20 *sen* to Ho-tung-chieh and the neighborhood of the Tai-tzu-ho; 30 *sen* to any part of Ho-hsi-chieh.

Japanese Inn: Miyoshi Ryokan (in front of the station); 'Japanese plan', ¥ 3 to 6.

Public Buildings, etc. *Chinese:* Pen-hsi-hu District Governor's Office; Antung-Mukden Railway Guards Office, Branch; Military Barracks, etc. *Japanese:* Garrison; Police Station; Post Office; S. M. R. Co's Local Administration Office; Primary School; Japanese Language School; Hospital; S. M. R. Co's District Maintenance Office, etc.

General Description. Pen-hsi-hu is on the left bank of the Tai-tzu-ho and at the junction of two important highways, one leading from Liao-yang in the west to Ching-ho-cheng in the east: the other, from Mukden in the north to Antung and Feng-huang-cheng in the south. Next in importance to Antung and Feng-huang-cenhg, this city, which had long been under the jurisdiction of Liao-yang-chou, was placed, in 1907, under that of Pen-hsi-hu District. It is at present the seat of the district office. The city extends from east to west, its city streets being very irregular. The river Huo-lien-chai-ho, which flows through the middle of the city, divides it into two sections, the East (Ho-tung-chieh) and the West (Ho-hsi-chieh). The former is the commercial quarter; the latter contains a number of collieries and pottery factories.



PEN-HSI-HU TOWN.

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The New Town stands on the S. M. R. Co's Leased Ground and on the west adjoins the East Section of the city. The S. M. R. Station and all the offices operated by the S. M. R. Co. are located here. The town is laid out on a regular plan. Population (Chinese) 7,000; (Japanese) 3,000.

The Coal-mines at Pen-hsi-hu. The chief coal mine is at Chao-shan, a hill between Pen-hsi-hu and the Tai-tzu-ho. For a long time, this mine was the source of supply of the fuel required in the manufacture of the kang-yao earthenware, which resembles Japanese '*Tokoname-yaki*'. After the Russo-Japanese War, Ōkura Gumi began to work it, and later, in January, 1911, it was transferred to the management of the Mei-tieh-kung-ssu (capital $7,000,000) an iron-works jointly operated by Japanese and Chinese. The veins of coal run from the northeastern end of the city through Chao-shan, and crossing the bed of the Tai-tzu-ho, extend in a southwesterly direction, covering a total area of 9,450 acres.

The Pen-hsi-hu coal is anthracite and semi-anthracite, and is used chiefly in the smelting of iron ores. It also makes good coke. The yield for 1908 was estimated at 358,000 tons, half of which was used by the S. M. R. Co.; while the other half went to the Yawata Ironworks, the Tokuyama Naval Briquette Manufactory in Japan, and to the markets in Chōsen and Manchuria.

The Iron Industry. The iron ore produced at Miao-erh-kou, 20 miles east of the station and 5 miles southeast of Nan-fen Station, is used by the Ironworks at Pen-hsi-hu. The ore is, for the most part, of magnetite, the output being roughly estimated at 80,000,000 tons. At present two smelting furnaces are in operation. The pig iron produced is yet only 260 tons daily; but this tonnage, it is stated, will be doubled before long.

The Hsi-kan Railway. This is part of the light railway (60 mls.) running between Pen-hsi-hu and Kan-chang. The section between Tai-tzu-ho and Niu-hsin-tai (9.3 mls.) is already open to traffic, with from 4 to 8 trains running every day. Fare, 21 *sen*.

The Coal Mine at Niu-hsin-tai is operated by the Tsai-ho-kung-ssu, a joint concern of Japanese and Chinese the annual output being about 100,000 tons. The coal is powder anthracite and contains a large quantity of sulphur.

The Tai-tzu-ho Iron Bridge. This is the longest bridge on the Antung-Mukden line, being 1,779 feet long. The cost of construction was 345,000 *yen*. Work on it was begun in October, 1910, and completed in September of the following year.

Lung-tung or Dragons' Cave. This is 1.3 miles from the city of Pen-hsi-hu and is in the compound of the Kuan-yin-ssu temple. It is a cave in the limestone formed by the action of water. Within 30 feet of the entrance, it abruptly grows too narrow for a man to make his way farther; but it is said to lead to the grotto at Huang-shan-tzu, which is in the neighborhood of Chen-hsiang-tun, more than 25 miles away. This cavern derives its name, so runs tradition, from the two white dragons, male and female, which used to live here. On the hill opposite Lung-tung is a grotto of stalactites and stalagmites. The grotto is about 130 yards in length and is known to very few people.

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Tou-shan and Kuei-shan are the hills shielding the northern and the eastern sides of the city, and are well known in connection with the Battle of Sha-ho. It was here that a Japanese force, consisting of three companies only, having borne the brunt of the battle and being sorely pressed by a Russian command ten time as large, was saved by an heroic cavalry charge led by H.H. Prince Kan-in, and with other reinforcements, was enabled to hold the position.

The Lung-wang-miao Temple is on the right bank of the Tai-tzu-ho, and is a temple of great age. At the Battle of the Sha-ho, the priests lent assistance to the Japanese garrison, gaining thereby the gratitude of the Japanese people.

TAI-TZU-HO BRIDGE.

Ying-wang-fen and Miyano-hara are on the left bank of the Tai-tzu-ho. The former is the mausoleum of Prince *Ying*, who rendered great military service to Emperor *Kao-huang-ti*, the founder of the *Ching* Dynasty. The stately sepulchre was formerly situated at Tung-ching-ling, in the suburbs of Liao-yang. Later it was moved to this town. The whole neighborhood is associated with the Russo-Japanese War. When our troops, stationed at Pen-hsi-hu, were closely besieged by the Russians, the Second Brigade of Cavalry, under command of H.H. Prince Kan-in, forced their way to the rear of the enemy, and routed their 20 cavalry squadrons. In commemoration of this brilliant exploit of H.H. Prince Kan-in, the place is also called Miyanohara (Prince's Plain).

The region north of Pen-hsi-hu being narrow and mountainous, the train winds its tortuous way for some time, and passing two tunnels in succession, arrives at Huo-lien-chai.

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Huo-lien-chai 火連寨 (126.7 mls.). This is an important village on the Liao-yang Highway, where many houses fenced with black bricks will be seen. As the majority of the villagers are Mohammedans, their manners are somewhat different from those of the inhabitants of the other villages along the line. In the neighborhood is produced lime of a good quality. The field is worked by the Chen-hsing-kung-ssu, a joint concern of Japanese and Chinese, which furnishes the coal for the An-shan Ironworks. The mountains, seen to the north, are connected with Ta-ling and with Tumen-tzu-ling, which rises in front of Ta-ling. These mountains were all made use of both for offensive and defensive purposes, during the Battle of the Sha-ho.

Passing through the Ta-ling tunnel (924 ft.), the tourist comes to the upper course of the Sha-ho, and just where the glen begins to yield to the level land, he will reach Shi-chiao-tzu (135 mls.). This was the center, so to speak, of the Sha-ho Battle. Within a short distance is Ping-tai-tzu, which Stakelberg, one of the Russian generals, with 73 battalions of infantry and more than 150 guns, attacked with great fury in an impetuous rush from Kang-ta-jen-shan, across the Sha-ho, but the attack was not successful. A little ride from Shi-chiao-tzu brings the tourist to Yao-chien-hu-tun (143.2 mls.). After this town is passed, the prospect grows broader and broader, the views met at every turn bearing a continental aspect. The next station is Chen-hsiang-tun.

Chen-hsiang-tun 陳相屯 (150.7 mls.). The old tower shooting up from the top of a hill to the northeast is the pagoda (about 70 ft. in height) of the An-ning-ssu temple, which is said to be a relic of the days of *Feng-chi-hsien*. The hill itself is called Ta-shan or Lung-ho-shan, and during the Battle of the Sha-ho, many a thrilling deed in the skirmishes betwern scouts was enacted here. The temple buildings, classical and hoary with age, seen here and there along the tortuous path leading from the hill side to the tower, make the scenery highly picturesque. The hill to the north of Ta-shan is called Huang-shan, and it was here that General Kuropatkin, the Russian Commander-in-chief, had his headquarters during the Battle of the Sha-ho.

The hill, west of Huan-shan and forming a tripod, as it were, with the other two hills, is ***Wan-pao-shan***, the central theatre of the Battle of Mukden. The Soldiers' Monument on the summit is an eloquent witness to the brave achievements of General Nozu's Army.

After leaving Chen-hsiang-tun, the traveler will come to a small station called Wu-chia-tun (156 mls.), and thence to Su-chia-tun.

Su-chia-tun 蘇家屯 (161.7 mls.; see P. 240), where connection is made with the Main Line of the S. M. R. Co., and Mukden is reached through Hun-ho (166 mls.).

N. B. Passengers going to Dairen, or the Fushun region, should change cars at Su-chia-tun, mentioned just above.

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Route XIII. Mukden (Fengtien). 奉天

(246.4 mls. from Dairen; 189.4 mls. from Changchun)

Arrival. Mukden has three stations: S. M. R. Mukden Station (Pl. B 8), P. M. L. Mukden (or Shen-yang) Station (Pl. G 4, 5), and Huang-ku-tun Station (Pl. A 4). The Huang-ku-tun Station, however, situated in the western outskirts of the city is chiefly a freight station, its few passengers being the Chinese residents of that quarter.

Shen-yang Station. This is the terminus of the Peking-Mukden Line and is located outside Hsiao-hsi-pien-men. As it is conveniently near the Walled Town, it is resorted to by Chinese passengers traveling by the P. M. L., but it is not connected with the main line of the S. M. R., nor with the Antung-Mukden Line.

S. M. R. Mukden Station. This is in the center of the western part of the S. M. R. Co's Leased Ground, and within easy reach of the Walled Town. Passengers in general will find it more convenient to alight at this station, where some of the chief trains on the P. M. L. stop, as well as those of the main line of the S. M. R. and of the Antung-Mukden Line.

The station is a well constructed two-storied brick building, a part of which is occupied by the Yamato Hotel. The waiting room for third class Chinese passengers is in a building on the right side of the main edifice. At the station are **porters** who carry hand baggage for 3 *sen* a piece.

Money Exchange. In one of the waiting rooms is a money exchange booth.

N. B. Within the New Town (S. M. R. Co's Leased Ground) Japanese money is chiefly in circulation, but Chinese money is needed in transactions with Chinese in the Walled Town, as well as elsewhere.

The Buffet is under the management of the Yamato Hotel, and has a European cuisine. **Telegraph and Telephone.** At the station is a Telegraph Office, a Public Telephone (5 *sen* per conversation), etc. **Jinrikisha** are much in evidence. They are to be found not only at the station, but almost everywhere throughout the city. The fare from the station is about 20 *sen* to any point within the New Town; 50 *sen* to the Walled Town; 50 *sen* for an hour; ¥1.50 for half a day and ¥ 3 up for a day.

Horse-drawn Vehicles. Two kinds of carriages are in use, European and Chinese. The latter are one horse vehicles with semi-circular hoods, but as they are not provided with springs, they are far from comfortable. For traveling into the country, however, they are the only conveyances available.

Fare for European carriages: ¥1, Per hour; ¥3, half a day; ¥5 up, a day. **Horse Tramway.** The Shen-yang Horse Tramway Company, a joint concern of Japanese and Chinese, runs horse tramcars from the station through Miyajima-machi to Kai-fou-ti (the Foreign Settlement), and thence as far as Hsiao-hsi-men in the Walled Town. These cars are utilized chiefly by Chinese. Fare: 3 cents per section (there are three sections between the station and Hsiao-hsi-pien-men); 4 cents between Hsiao-hsi-pien-men and Hsiao-hsi-men; and 13 cents for the entire trip. **The Japan Tourist Bureau,** whose office is in the Yamato Hotel, affords all facilities possible to the traveling public.

Hotels. ***The Mukden Yamato Hotel*** (Pl. A 8), which occupies the second floor of the Station building, is properly equipped, as a station hotel in every respect, with 24 rooms, heated with steam in winter. It is the only European hotel in the city. Rates: Rooms (bath charge included) ¥4 up; breakfast, ¥1.75; luncheon, ¥2.50; dinner, ¥3.00. ***Japanese Hotels:*** Shinyō-kan (Pl. C 7; *Naniwa-dōri*); Ōhoshi Hotel (Pl. 1, B 8; *Naniwa-dōri*); Miyako Hotel (Pl. C 7; *Naniwa-dōri*); Tōyō Hotel (Pl. C 5; *Hiyoshi-cho*); Daimaru Ryokan (Pl. A 8; *Wakamatsu-chō*); Ichiriki Ryokan (Pl. 2, B 8; *Naniwa-dori*), etc. Rates: '*Japanese plan*,' ¥4—8; luncheon, ¥2—4. ***Chinese Hotels:*** Yüeh-lai-chan (Pl. 2, B 8; *Naniwa-dōri*);

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MUKDEN STATION (S. M. R.)

Fu-shun-chan (Pl. A 9; *Wakamatsu-chō*): Tien-tai-chan and Tien-chu-tung (*both in front of the S. M. R. Station*): Mao-lin-pin-kuan (*Hsiao-hsi-kuan, Walled Town*); etc.

Restaurants. ***European dishes*** are served in the dining room of the Yamato Hotel. ***Japanese:*** Kinjō-kan (Pl. E 5; *Foreign Settlement*); Kinryū-tei (*Ta-hsi-kuan, Walled Town*); Suisan (Pl. D 6; *New Town*); etc. ***Chinese:*** Ssu-hai-chan (*Walled Town*), Kiang-nan-chun (*Walled Town*); Sung-hao-hsien (*Walled Town*), etc.; one small table with 4 covers, ¥ 8 up.

Post, Telegraph, and Telephone. The Japanese Post Office (Pl. B 7; *Naniwa-dōri*) deals with matters relating to post, telegraph, telephone, foreign exchange, savings, etc. It has branches at Kamomachi, Ta-hsi-kuan, and Ta-pei-men in the Walled Town. The Chinese Post Office (Pl. E 5; *Shih-chien-fang, Foreign Settlement*) has branches in various parts of the city.

There are two telephone systems, Japanese and Chinese, each open to subscribers of both nationalities. The Japanese system includes accomodations for long distance telephone to the main points along the S. M. R. Line.

Consulates. All are in the Foreign Settlement. American Consulate (Pl. G 4); British Consulate (Pl. E 5); French Consulate (Pl. 8, F 5); German Consulate (Pl. F 4); Japanese Consulate-General (Pl. F 5); Russian Consulate-General (Pl. 9, G 5).

History of the City. The site of the present city of Mukden was, during the *Yuan* Dynasty, called *Shen-yang-lu*, and in the *Ming* Dynasty was the seat of *Shen-yang-wei-fu*. In the year 1615, the Emperor *Tai-tsu*, the founder of the *Ching* Dynasty, removed the capital from Hsing-ching to this section, naming it *Sheng-ching*. Twenty years later, when the capital was transferred to Peking, *Sheng-ching* was made *Liu-tu*, or the home-capital, and afterwards the seat of Feng-tien-fu. Still later, when the three provinces,

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Fengtien, Kirin, and Heilungkiang, came to be generally known as Tung-san-sheng. Fengtien became the pivotal center of their military administration as well as the capital of its own province.

Situation and Geographical Features. Mukden lies in 41° 58′ N. lat. and 123° 38′ E. long, and near the middle of the province of Fengtien. It is 246 miles from Dairen, and 171 miles from Antung; 339 miles from Harbin, and 523 miles from Peking. With a population of 180,000, it is the largest city in Manchuria and has connection with various towns in South Manchuria. It is the seat of administration of the Fengtien Province, which extends over a large area. The tract adjacent to it, which is drained by the Hun-ho, is a vast expanse of open fertile plain.

General Description.

The city is divided into three sections, the Walled Town, the Foreign Settlement (Kai-fou-ti), and the New Town (S. M. R. Co's Leased Ground).

The New Town is rectangular extending from north to south and adjoining the western end of the Foreign Settlement. It has a total area of 572 acres. This section of land was taken over from Russia by Japan as the result of the Russo-Japanese War (1904–5). The present town has been laid out on a plan made by the Railway Company. Equipped with electricity, gas, water and sewerage works, New Town can be compared in every respect with any up-to-date European town.

The town starts from the station building (the finest structure on the line) and is laid out in squares, like a checker board. A street leading from the station through Ōhiroba (the central circle) to the northeastern corner, and crossing obliquely, serves as a short cut to the Walled Town. The main streets are: Naniwa-dōri, Chiyoda-dōri, Miyajima-machi, Kamo-machi, Fuji-machi, etc., each about 120 feet wide and surfaced with macadam. In the neighborhood of the station stand tall, imposing buildings, such as the S. M. R. Co's General Office, hotels, etc. Naniwa-dōri is lined with banks, offices and stores in large numbers, and enjoys great prosperity. The town is rapidly growing. Population, 9,000.

The Foreign Settlement. This includes Shih-chien-fang adjoining the New Town on the north, as well as Ta-hsi-kuan and Hsiao-hsi-kuan lying west of the city. It is the ground set aside by the Chinese Government for a foreign settlement, its total area being over 1,633 acres. Here are the consulates of various countries, also many banks, offices, and stores, conducted by Japanese and by foreigners. The business in this section is very brisk, and the traffic is especially heavy in the streets leading to Shih-chien-fang and Hsiao-hsi-kuan, as they connect the New Town with the Walled Town. Population, 60,000; of which 2,500 are Japanese (including those in the Walled Town), and 170 foreigners.

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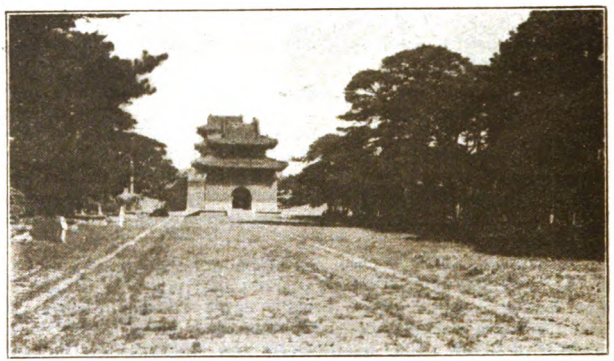
The Walled Town. The walls are about 3 miles in length and over 30 feet in height, their top being so broad that field guns can be stationed thereon. From the walls, to the top of which the tourist can climb from the gates, a full view is obtainable of the busy streets inside filled with traffic. Looming up on the horison, about 2 miles east of the station, there is an imposing castle built of black brick. The town consists of the avenues leading to the Eight Gates on the sides and of a large number of streets crossing them, and intersecting one another. The street traffic is very heavy. The most conspicuous buildings in the town are the imposing edifices, yellow tiled and red painted, which soar high in the center of the town and lord it over the ordinary houses; these are the ancient palace buildings erected by the Emperor *Tai-tzu*, the founder of the *Ching* Dynasty.



PEI-LING MAUSOLEUM, MUKDEN.

The group of buildings seen extending from the right side of the palace to Ta-nan-men is the Military Administration Office and other principal Government Offices of the province. Those towering to the north of them are Ku-lou (Drum Tower. Pl. K 5), and Chung-lou (Bell Tower. Pl. L 5). Ssu-ping-chieh, a street which connects them with the streets leading from Ku-lou to the neighborhood of Ta-pei-men Gate and Hsiao-pei-men Gate is lined with a variety of shops, and presents a very lively aspect. At the four corners of the walls are turrets, and at each gate, a watch-tower, which, when seen in the hazy distance, form an exquisite chiaroscuro, like a typical Japanese painting. The gates are closed at twelve at night and opened at five in the morning. Outside the walls are narrow unclean streets where live in promiscuous crowds petty tradesmen and an indigent populace.

The outer bailey, which is built of mud around the inner in the form of an ellipse, has a circumference of about 5 miles, with eight

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outer gates. Its avenues run nearly on the same lines as those which pass through the gates of the inner bailey, the avenue lying between two gates, inner and outer, having the termination of "kuan," e.g., the avenue between Hsiao-hsi-pien-men and Hsiao-hsi-men is known as Hsiao-hsi-kuan. These are occupied by large buildings and prosperous stores as well as by wholesale businesses. The other streets are laid out in a very irregular manner.

Fengtien Province. This is one of the Three Eastern Provinces, and forms with Kirin, and Heilungkiang, what is popularly known as Manchuria. On the north it is bounded by Heilungkiang and Kirin; on the west by the special district of Je-ho; on the east it is separated from Chōsen by the Yalu-kiang; and on the south, it faces the Po-hai and the Yellow Sea, forming an irregular triangle with the promontory of Kuantung. Its total area is about 90,000 spuare miles (as compared with Chōsen which is about 85,000 spuare miles). Its population is 11,980,000 (the population of Chōsen is 16,969,000), with an average of 132 to the square mile (200 in Chōsen).

The province is divided into three prefectures, Liao-shen, Tung-pien, and Tao-chang. The first of these is subdivided into Shen-yang-hsien and 21 other districts; the second, into Antung-hsien and 19 other districts; the third, into Liao-yuan-hsien and 13 other districts. Of the three prefectures the most densely populated is Liao-shen, with an average population of 299 per square mile, followed by Tao-chang with 114 per square mile, and Tung-pien with 98. The principal cities in the province are: in the middle part, Fengtien, Fu-shun, Liao-yang, Tieh-ling, and Kai-yuan; on the coast of the Yellow Sea: Dairen, Ryojun, and Antung; and on the north: Ssu-ping-kai, Cheng-chia-tun, and Tao-nan. The soil of the province is generally fertile making the agricultural production high.

Government Offices, etc.

Chinese: Fengtien Military Administration Office and Provincial Government Office (Pl. 18, K 6); Finance Bureau (Pl. 19, K 6); Prefectural Office or *Liao-shen-tao-yin-kung-shu* (Pl. 16, J 6); District Office or *Shen-yang-hsien-kung-shu* (Pl. 15, J 6); Three Eastern Provinces Colonization Bureau (Pl. 17, K 6); High Court of Justice; High Court of Prosecution; Military Arsenal (Pl. M 8); Mint (Pl. O 5); Three Eastern Provinces Telegraphic Superintendent Bureau (Pl. 20, K 7); General Post Office (Pl. 21, L 6) These are all in the Walled Town. Diplomatic Office (Pl. 24, L 6; *Walled Town*).

Japanese: Consulate General (Pl. F 5; *Foreign Settlement*); Fengtien Police Office of Kuantung Government General (Pl. C 5; *Yamagi-machi, New Town*); Independent Garrison (Pl. C 6; *Hiyoshi-cho, New Town*); Gendarmerie Station (Pl. B, C 6); Army Accountants' Section, Agency (*Hiyoshi-chō*); Meteorological Observatory (Pl. C 5); Japan Red Cross Society, Branch (Pl. 11, I 6; *Hsiao-hsi-kuan*); Fengtien Settlement Corporation (Pl. 10, I 5, 6; *Hsiao-hsi-kuan*); S. M. R. Co's Mukden Office (Pl. 22, L 6; *Ta-nan-men, Walled Town*); S. M. R. Co's Local Administration Office (Pl. A, B 8; *Chiyoda-dōri*); S. M. R. Co's City Business Office (Pl. H 5; *Hsiao-hsi-kuan*); Fengtien Public Hall (Pl. D 7).

Banks. ***Chinese:*** Three Eastern Provinces Government Bank (Pl. 28, L 4, 5); Bank of China, Branch (Pl, K 6); Bank of Com-

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munications; Heilung-kiang Government Bank, Branch (Pl. 26, L 6); Industrial Bank; Chinese Chamber of Commerce (Pl. 29, L 4, 5). All these are in the Walled Town.

Japanese: Yokohama Specie Bank, Branch (Pl. 27, L 5; *Ssu-ping-chieh, Walled Town*): Bank of Chōsen, Branch (Pl. I 5; *Hsiao-hsi-kuan*): Bank of Chōsen, Agency for New Town (*Naniwa-dōri*): Seiryū Bank, Branch (Pl. 3, B 8; *Naniwa-dōri*): Seiryū Bank, Agency for Hsiao-hsi-kuan (Pl. I 5; *Hsiao-hsi-kuan*): Fengtien Bank (*Hsiao-hsi-kuan*): Manchuria Commercial Bank, Branch (Pl. H 5; *Hsiao-hsi-kuan*): Manchuria Commercial Bank, Agencies at *Shih-chien-fang* and *Naniwa-dori;* Antō Bank, Branch (Pl. 3, B 8; *Naniwa-dōri*): Chamber of Commerce (Pl. D 7; *in the Public Hall, New Town*).

Companies and Stores. South Manchurian Sugar Refining Company* (*Suchiro-chō, New Town*); Manchuria-Mongolian Woolen Goods Company** (*Chiyoda-dori, New Town*): Manchuria-Mongolia Fiber Industry Company (Capital, 3,000,000 *yen; Naniwa-dōri, New Town*): Continental Pottery Company (Capital, 2,000,000 *yen; Suchiro-chō, New Town*): Manchuria Profit-sharing Company (Capital, 1,000,000 *yen*) different kinds of articles are on sale here (*Kamo-machi*): Mitsui Bussan, Branch (Pl. H 6; *Ta-hsi-kuan, Walled Town*): Oriental Development Company, Branch (Pl. 4, C 7; *Naniwa-dori, New Town*): Ōkura Mining Company, Branch (*Shih-chien-fang, Foreign Settlement*): China-Japan Life Insurance Company, Agency (*Chiyoda-dori, New Town*): Tōa (Eastern Asia) Tobacco Company, Sole Agency in Manchuria (Pl. I , J 5; *Hsiao-hsi-kuan, Walled Town*): Eastern Province Industrial Company (*Naniwa-dōri, New Town*): Ta-hsi-yang-hang, Branch (*Hsiao-hsi-kuan, Walled Town*); Manchuria Milling Company, Agency (*Ta-hsi-kuan, Walled Town*): Manchuria Hides Company (Pl. A 7; *Suchiro-chō, New Town*): Kuhara Mining Company, Agency(*outside Hsiao-hsi-pien-men*): Yamaguchi Transportation Company, Agency (Pl. B 6; *Hiyoshi-chō, New Town*): Ōkura Gumi, Agency (*Shih-chien-fang, Foreign Settlement*): Fengtien Trust Company (Pl. 7, E 5; *do.*); Uchida Commercial Firm, Branch (*Ssuping-chieh, Walled Town*): British-American Tobacco Company, Manchurian Head Office (Pl. F 5; *Shih-chien-fang, Foreign Settlement*): Drakeford & Company (Import & Export Merchants); Hatzopoulos (Dealers in Wines, Spirits, and Cigars; *New Town*); Standard Oil Company of New York (*New Town*): Shanghai Life Insurance Company (*inside Hsi-nan-men, Walled Town*).

***South Manchurian Sugar Refining Co.** This company, established by Japanese with a capital of 10,000,000 *yen*, contracts with Chinese farmers to raise sugar beets, which it converts into sugar. Its capacity is said to be 500 tons daily.

****Manchurian Woolen Goods Co.** This was also established by Japanese capitalists, its total capital being 10,000,000 *yen*. While its chief business is to make woolen fabrics, it deals, besides, in furs, hides, and skins, and makes investments in related enterprises. A woolen goods factory will be opened by this company at Mukden in the near future.

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Japanese Merchants. Iyo Gumi (Foreign Grocery, Provisions, and Dry Goods; Pl. B 7; *Matsushima-chō*); Ōmi-ya (Grocery and Provisions; *Shih-chien-fang*); Muraki Yōkō (Provisions, Wines, *etc.; Shih-chien-fang*); Ueda Shōkai (Stationery and Grocery; Pl. K 5; *Hsiao-pei-men, Walled Town*); Inoue, Watchmaker (*Naniwa-dōri*); Okada, Watchmaker (*Naniwa-dōri*); Kashimura Yōkō, Watches and Precious Metals (*inside Hsiao-hsi-men, Walled Town*); Singer Sewing Machine Company, Branch (*south of Chung-lou, Walled Town*); Hōshi Yōkō, Electrical and Telephone Apparatus, and Drugs (*south of Chung-lou, Walled Town*); Sanyō-dō Bookstore (Books, Pictures, Postcards; Pl. C 7; *Naniwa-dōri*); Nakase Dry Goods Store (*Naniwa-dōri*); Arai Dry Goods Store (*Naniwa-dōri*); Ishin-yōkō, European Clothes (*inside Ta-tung-men, Walled Town*); Tanaka, Tailor (*Hsiao-hsi-kuan, Walled Town*); Fengtien Bazaar (*Naniwa-dōri*). Photographers: Nagakiyo (*south of Chung-lou, Walled Town*); Fujinaga, (*Naniwa-dōri*).

Chinese Merchants. Money Exchange Shops: I-fa-ho (*Hsiao-hsi-kuan*); I-tai-ho (*do*); Kuang-fu-yin-hao (*do*); Hsi-shih-ho-kung (*Ta-hsi-men*); Lung-chüan-mei (*do*). Dealers in Precious Metals: Shih-hsing-chin-tien (*Ssu-ping-chieh, Walled Town*); Yü-yüan-kung (*do*); Hai-chuan-yung (*inside Hsiao-hsi-men*); Tseng-sheng-ho (*south of Chung-lou*). Jewelers: Yung-hsing-ho (*inside Ta-pei-men*); Te-yüan-lung (*do*). Bookstores: Fengtien Tu-shu-kuan (*inside Hsiao-hsi-men*); Shang-wu-yin-shu-pu (*inside Hsiao-pei-men*); Ching-chüan-shu-chü (*inside Ta-nan-men*). Dry Goods Stores: Chung-hsing-li (*Hsiao-hsi-kuan*); Tien-fu-yuan (*do*); Yü-feng-tai (*Ta-hsi-kuan*); Cheng-fa-yüan (*do*); Te-hsing-yüan (*Ta-pei-kuan*). Photographers: Tung-fang-chao-hsiang-kuan (*inside Ta-nan-men*); Yung-fang-chao-hsing-kuan (*inside Ta-his-men*).

CHINESE PARK, MUKDEN.

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Schools. *Chinese:* Law School (Pl. 14, J 6; *inside Ta-hsi-men*); Military School (Pl. M 3; *outside Ta-pei-men*); Higher Police School (Pl. M 8; *outside Ta-nan-men*); Normal School (Pl. F 5; *outside Hsiao-hsi-pien-men*); Girls' Normal School, (Pl. 25, L 6; *Ta-tung-men-chien-chieh*); Ko-chih School (Pl. K 8; *Hsiao-nan-kuan*); Fengtien Middle School (Pl. M 2; *inside Ta-pei-pien-men*). *Japanese:* South Manchurian Medical School (Pl. D 8; *Ōhiroba*); Fengtien Foreign Language School (Pl. I 6; *Hsiao-hsi-kuan, Walled Town*); South Manchurian Middle School (*Sengen-chō*); Fengtien Middle School (*Sengen-chō*); Girls' Continuation School (*Kasuga-cho*).

Hospitals. S. M. R. Co's Mukden Hospital* (Pl. D 7; *Ōhiroba*); Japan Red Cross Hospital (Pl. 11, I 6; *Ta-hsi-kuan, Walled Town*); Fengtien-hsien Sanatorium (Pl. K 4; *outside Ta-pei-men Gate*).

*S. M. R. Co's Mukden Hospital. This is under the management of the S. M. R. Co. It is provided with departments of medicine, surgery, obstetrics and gynecology, ophthalmy, dental and stomachic surgery, and others known in medical and surgical practice. It is the best hospital in Mukden with complete, up-to-date equipment. The charges are: special, ¥10 per day; 1st class, ¥5. It maintains a branch at Ta-hsi-men, Walled Town.

Newspapers, News Agencies, etc. *Japanese:* Seikin Jihō Office (Pl. 12, I 6; a daily in Chinese; Ta-hsi-kuan); Naigai Tsūshin-sha, News Agency (Pl. 6, E 5; *Foreign Settlement*); Manchurian News Agency (*Foreign Settlement*); Hōten Shimbun Office (Pl. G 5; *outside Hsiao-hsi-pien-men*); Tairiku Nichinichi Shimbun Office (*do*); Ōsaka Asahi Agency; Ōsaka Mainichi Agency, and others. *Chinese:* Political Gazette; Three Eastern Provinces Gazette Office; Chien-pao-she, *etc.* No papers in the European languages are published here.

Churches, Temples, and Shrines. English Christian Church (Pl. 31, N 7; *near a small river, east of Walled Town*); French Roman Catholic Church (Pl. I 8; *southwest of Walled Town*); Japanese Christian Church (Pl. G 7; *outside Ta-hsi-pien-men*); Mission Chapel of Hongan-ji Temple (Pl. D 5; *Shih-chien-fang*); Hōten Shrine (Pl. C 7; *New Town*). *Chinese Temples:* Yen-shou-ssu (Pl. 5, C 5; *Foreign Settlement*); Huang-ssu (Pl. F ; *outside Hsiao-hsi-pien-men*); Tai-ching-kung (Pl. I 5; *Hsiao-hsi-kuan*); Ta-fa-ssu (Pl. K 2; *Ta-pei-kuan*); Tien-hou-kung (Pl. K 3; *Hsiao-pei-kuan*); Cheng-huang-miao (Pl. K 5; *Ssu-ping-chieh*); Tien-chai-miao (Pl. O 3; *inside Hsaio-tung-pien-men*).

Clubs, Theatres, etc. The S. M. R. Co's Club (Pl. B 8; *Miyajima-chō*); Shin-yō Club (Pl. B 6; *Kita-shijō-gai*). Billiard Saloons: Chūō Club (*Shih-chien-fang, Foreign Settlement*); Naniwa Club (*Hsiao-hsi-kuan, Walled Town*); Nisshō-tei (*Naniwa-dori, New Town*) Japanese Theatres: Hōten-za (Pl. D 5; *Shih-chien-fang*); Yayoi-za (Pl. B 6; *Kita-shijō-dori*). Near the Walled Town are a number of cha-yuan (Chinese theatres). Fengtien Elementary Library (*in front of the station*).

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Agriculture. The tract of land surrounding Mukden, which forms part of the basin of the Hun-ho, is generally level and fertile in soil. Agriculture has, accordingly, always been a flourishing industry, beans, kaoliang, wheat, rice, maize, etc., being produced in great quantities. Of these the most promising industry is that of the paddy-fields. Among the rice plantations operated by Japanese are the Katsuhiro, Nishimiya, and a few others. There are about 10,000 Koreans engaged in this business.

Industries. Mukden is now such a large city and has grown so fast, that its industries have as yet been unable to supply the great consumption needs of its populace, but indications are not wanting that before long they will attain a high degree of development, with the number of Japanese investors steadily increasing and with the many large factories being established. The chief industries are the yufang (bean oil and bean cakes), shao-kuo (kaoliang spirits), tobacco, glass, rice cleaning, textile fabrics, bricks, hides and skins.

Yufang. (Bean oil and bean cakes). There are at present over 30 houses engaged in the yufang industry. The factories are operated by Chinese on a small scale and the business is, in most cases, followed by the liang-chang (cornfactors) as an additional occupation. The method used by the majority of them is quite primitive.

Tobacco. The largest factory is that of the British-American Tobacco Co. The raw material is imported from America and the Szechuan Province, as well as from Kirin. There is, besides, a tobacco company named San-lin-yen-kung-ssu, which is under the joint operation of Japanese and Chinese. ***Glass.*** There are two factories operated by Japanese; the Hozumi yōkō, and Sango yōko. A few others are under the management of Chinese. Though the finished product is of good quality, the industry is still in its infancy.

Rice Cleaning. With the future development of the paddy-fields, this business bids fair to thrive. The number of factories is, however, small as yet, the Fengtien Rice Mill, Nishimiya Rice Mill, and Shenyang Rice Mill being the principal ones. ***Textile Fabrics.*** There are two companies operated by Japanese; the Manchuria-Mongolian Woolen Goods Co., and the Manchuria-Mongolian Fibre Co., and one managed by Chinese, the Kuang-yeh Textile Co.

Commerce. As Mukden is the great distribution center for goods in the middle section of South Manchuria, the very large volume of merchandise to and from the city enhances the business activity of the markets. The chief commodity exported is the bean, which is the most important of the products of Manchuria, followed by bean cakes, millet, wheat, rice, tobacco, and hemp. Next in the list come drugs, hides, and skins. Above all, the city is the great center of the fur trade in Manchuria, the number of furs dealt in here amounting to over 7,600,000 a year. The chief imports are cotton cloth, cotton yarn, paper, kerosene, sugar, metal manufactures,

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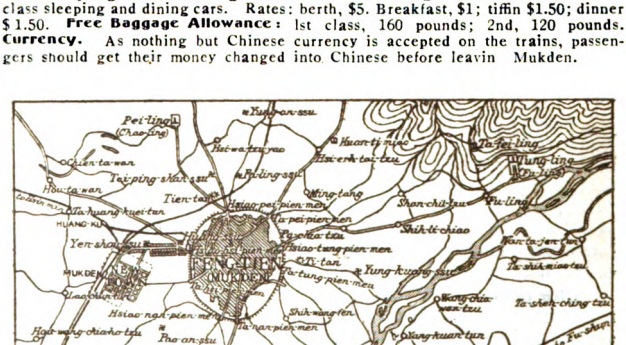
miscellaneous goods, and foodstuffs. The returns for 1918 show that the commodities transported from Mukden Station amounted to 123,670 tons, while those brought in totaled 66,300 tons, together aggregating 589,970 tons.

Peking-Mukden Line. The main line connects Shen-yang Station at Mukden with Cheng-yang-men Station at Peking, a distance of 523.9 miles (523.1 mls. from Mukden Station, S. M. R.). It is one of the railways operated by the Chinese Government. Connection is conveniently made at Mukden Station, S. M. R,. with the principal trains on the S. M. R. Main Line (Changchun-Dairen) and with those on the Antung-Mukden Line.

Trian Service. One through train runs daily between Mukden and Peking, he time required being about 24 hours. Besides this, two trains bound for Shan-hai-kuan start each day from Mukden and from Peking, but passengers going straight to Peking are advised to take a through train, as otherwise a change would have to be made at Shan-hai-kuan. **Fare:** from Mukden to Peking, lst cl., $31.45; 2nd cl., $19.65; from Mukden to Shan-hai-kuan, 1st cl., $15.70; 2nd cl., $9.80. Children under 3 years old, free; those above 3 and under 12, half adult rate.

Sleeping and Dining Cars. To the through trains are attached lst class sleeping and dining cars. Rates: berth, $5. Breakfast, $1; tiffin $1.50; dinner $1.50. **Free Baggage Allowance:** lst class, 160 pounds; 2nd, 120 pounds. **Currency.** As nothing but Chinese currency is accepted on the trains, passengers should get their money changed into Chinese before leavin Mukden.



Suggestions for Sightseeing.

The First Day. In the morning, go to the Consulate and get permits to visit the Palace and the Pei-ling (North Mausoleum) and 'do' the former in the Walled Town. On the way back, see Hsiao-ho-yen (Lotus Pond), and the Japanese War Monument. On the afternoon, pay a visit to Pei-ling; and on the way back, see the Russian War Monument, the Fa-lin-ssu Temple, and the Hsi-ta Tower. **The Second Day.** Visit Tung-ling (East Mausoleum) by coach. **The Third Day.** Make a trip by train to the Fu-shun Colliery (See Route XIV.)

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Places of Interest.

The Chūkon-hi or Soldiers' Monument. (Pl. C 9). This monument, erected in commemoration of the Battle of Mukden, rises sheer from a field southeast of the New Town. It is dedicated to the officers and men who fell at the Battle of Mukden. Its main body is made of cast iron in the form of a bullet, with a diameter of 2 feet 8 inches and a height of 23 feet. It rests on a high pedestal and bears an inscription composed Marshal Prince Oyama. At the Charnel-house lie the ashes of 22,848 officers, non-commissioned officers, and men. On the 3rd of March of each year a solemn memorial service is held here.

S. M. R. Co's Park (Pl. C 7). This is in the New Town and is under the management of the Company. Its shady evergreens, its pretty flower beds, and its verdant grass plots, as well as its provision for athletic exercise, make it a popular pleasure ground, for all.

The Hsi-ta Tower (Pl. 5, C 5). This is a time worn, moss covered *Lama* pagoda in the grounds of the Yen-shou-ssu Temple, east of Yanagi-machi, at the northern end of New Town. Besides this, there are three other towers of the same kind, all well known, outside the wall of Mukden, at the eastern, the southern, and northern sides of the town.

Fengtien Park (Pl. F 4, 5). Is in the Foreign Settlement and is under the management of the Chinese Government. In the park are Chinese tea houses sheltered by clusters of shrubs and trees. In summer the Chinese set up a marquee, where Chinese comic operas are performed. These attract a large number of people.

Hsiao-ho-yen (Pl. N, O 7). This is a pond in the southeastern part of the city famous for its lotus flowers. In summer the pond is suitable for boating. On the shore are restaurants and tea houses. In winter its snow views have a charm of their own, most inspiring to observers of a poetic turn of mind.

The Fa-lun-ssu Temple. This is in the village halfway between Pei-ling and the Northern Gate of the Walled Town of Mukden. Visitors to the Northern Mausoleum (Pei-ling) generally call at this temple on their way back. The Hu-kou-ta (or Pei-ta) tower rising high into the sky is the only attraction so far as sightseeing is concerned However, the *Lama* Image of Heaven and Earth, which is in the temple, is constantly visited by native devotees, who flock there from far and near to adore it.

N. B. At Mukden and neighborhood, the places of special interest to foreign tourists are the Palace in the Walled Town and the mausoleums, Tung-ling and Pei-ling. Those who wish to visit them must get permits through the consulates of their own countries. They may, however, leave the matter with Japan Tourist Bureau or the hotels, who will arrange it for them.

The Palace (Pl. K 6).

The Palace is in the center of the Walled Town of Mukden, about 3 miles from Mukden Station, (S. M. R.). A permit is necessary

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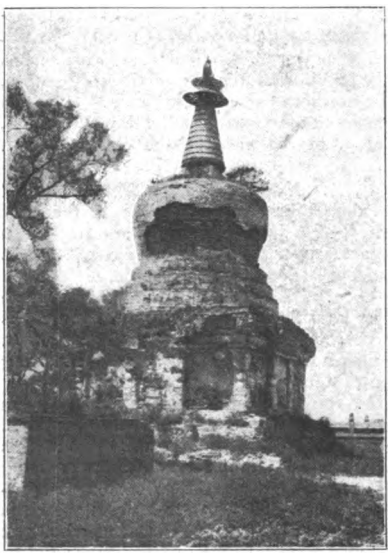
to visit it. The Palace, the buildings of which are generally called Chin-lan-tien, was constructed in 1637. The Emperors *Tai-tsu-kao* and *Tai-tsung-wen*, of the *Ching* Dynasty, took up their abode there. It is 330 feet from east to west and 880 feet from north to south, and forms a separate section in itself. It has three gates: the one which faces south is called Ta-ching-men; that facing east, Wen-te-fang; that on the west, Wu-kung-fang.

Fei-lung-ko and Hsiang-feng-ko. These are two-storied towers, standing on each side of the gate and facing each other. The eastern one is Fei-lung-ko; the western, Hsiang-feng-ko. In these towers were the audience rooms of the emperors. Later, they were used as treasure houses, for storing articles of rare value asssociated with the *Ching* Dynasty. All these antiques are now at Peking.



LAMA PAGODA, MUKDEN.

Chung-cheng-tien. This is the building in front of Ta-ching-men. It was the presence chamber, where in the ancient days the emperors managed state affairs in person. A staircase with a dragon carved on it leads up to the hall. An imperial throne is still left, as a reminder of its past glory.

Feng-huang-lou. This is a three-storied tower rising behind Chung-cheng-tien. In the tower are the effigies of the successive emperors of the *Ching* Dynasty. From the top of the tower a panoramic view can be obtained of the whole city of Mukden, with the forest of Pei-ling discernible in the far distance. ***Ching-ning-kung.*** This building is behind Feng-huang-lou. In it was originally an imperial bed room, where the Emperor *Tai-tsu-kao* passed away, history tells us.

On each side of the Chung-cheng-tien, Feng-huang-lou, and Chin-ning-kung, are seen standing at regular intervals and in neat order the buildings which were occupied by the empresses and princes and princesses of the blood. They are Ji-hua-lou, Hsia-chi-lou, Shih-shan-chai, Yung-fu-kung, Kuan-chu-tien, Lin-chi-tien, etc.

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Ta-cheng-tien and Wen-so-ko. The former, which is east of the palace grounds, was used by the ministers of state for the transaction of their business. The latter, which is to the west, was once a library, containing 6,732 cases of ancient books. These books, however, are now kept at Wu-ying-tien Palace in Peking.

The Three Imperial Mausoleums.

Not very far from Mukden are three mausoleums dedicated to the emperors of the *Ching* Dynasty, as it was here that the dynasty was founded. They are Yung-ling, Fu-ling, and Chao-ling.

Yung-ling, which is near Hsing-ching and about 90 miles from Mukden is consecrated to *Chao-tsu*, *Hsing-tsu*, and *Ching-tsu*, early emperors of the *Ching* Dynasty. Situated in an out-of-the-way part and not easy of access, it is rarely visited.

Fu-ling and Chao-ling are from 4 to 10 miles from the city of Mukden and can be reached by carriage. The trees growing thick around them make the mausoleums look like oases in the dry, dusty plain surrounding the city. The luxuriant verdure, together with the red-tiled, vermilion-colored toweres here and there, gives a sequestered and dignified air to the stately tombs and makes them worth a visit. As Chao-ling is the nearest of the three to the city and as it bears a close resemblance to Fu-ling in its structure, many visitors are content with seeing it, and do not go to Fu-ling.

Chao-ling, popularly called Pei-ling (North Mausoleum) is about 4 miles north of the Walled Town. A carriage drive through the northern suburbs and across the track of the S. M. R. Main Line, will bring the tourist to a Chinese cemetery full of unmarked mounds. A little farther on are the golf links maintained by the foreign residents in Mukden, and some distance ahead in a thickly wooded forest is Chao-ling.

This mausoleum was erected in 1643 to mark the graves of the Emperor *Tai-tsung-wen* and Empress *Hsiao-tuan-wen*, who were interred here. The hill behind is called Lung-yeh-shan. The imperial tomb stands in a forest 5 miles around which is encircled by walls 1,800 yards in circumference. Inside the enclosure stands a castle with three gates, but the front gate on the south is now closed, the entrance being at a side gate From the front gate of the castle a road leads to another gate, a three-storied structure, called Lung-en-men. On each side of the road, which is paved with stone, stand lions, camels, elephants, panthers etc., all carved of stone. The gate opens into Lung-en-tien, which is the hall of worship. In it are the memorial tablets of the Emperor and Empress. In front of it are six oratories, three on each side. Behind it is another gate, a two-storied tower, which affords an approach to the sacred vault. This vault is paved with stone and is nearly covered with yellow earth, the part of the vault showing above the earth representing a half moon. The top of the surrounding wall is so broad that one can walk on it with ease. The scenic attraction of this mausoleum is not so great as that of Tung-ling (East Mausoleum), which is both grand and inspiring; yet the imperial sepulchre itself is on a far more splendid scale than that of the other, with the added charm of flowers in spring and lovely tints in autumn.

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Fu-ling is popularly called Tung-ling (East Mausoleum). It is about 10 miles northeast of the city, on the top of Tien-chun-shan, one of the Hui-shan range, which skirts the right bank of the Hun-ho. It was built in 1629 and is dedicated to the Emperor *Tai-tsu-kao*. In 1634 the main hall was built, and it was reconstructed in 1651 into what is seen today, a specimen of architectural beauty.

This mausoleum is more picturesquely situated than the other two, its scenery being superb and impressive. The tomb is on a somewhat smaller scale than that of Pei-lin, but is about the same type of structure. The entire hill is clad in old pine trees, which serve as a canopy over the sepulchre. The red walls and blue tiles seen here and there make a charming contrast to the fresh green of the vegetation all around. Inside the gate stand in tasteful order carved stone lions, elephants, camels, etc. At the hall of worship is a great stone monument with the words: 'To the Spirit of the Emperor *Tai-tsu-kao*'. An inscription consisting of thousands of words, which is engraved on the reverse side, describes the illustrious virtues and divine achievements of the founder of the *Ching* Dynasty.

Yung-ling-kai. This is about 90 miles east of the Walled Town of Mukden. It is bordered on the north by the Lung-kang-shan range and on the south by the Su-tzu-ho River. A small city of a population of 3,000, it has from ancient times been renowned as the seat of Yung-ling, a mausoleum of the remote ancestors of the *Ching* Dynasty. The city is divided into two sections, Hsing-lung-chieh and Ling-chieh, which are one mile apart. In commerce, the town is eclipsed by Hsing-ching, which is about 14 miles to the east. Its trade is with Mukden only, the imports and exports reaching not more than 200,000 *Hk. tls.* a year.

Hsing-ching. This is about 104 miles east of Mukden. The Su-tzu-ho, flowing through the middle of the city, divides it into two sections, the northern and southern. It is the capital city of the Hsing-ching-hsien District and contains the District Office, a Gendarmerie Station, a Taxation Office, a Post Office, a Chinese Primary School, etc. Population, 6,000. The chief government offices, schools etc. are in the northern section, while the stores are all in the southern.

The neighborhood of Hsing-ching produces timber, the rafts floated towards Mukden every year numbering from 700 to 800 (valued at about 200,000 *Hk. tls.* The city carries on trade chiefly with Mukden but has some commercial relations with Antung and its vicinity. The special products, besides timber, of which mention has been made above, are millet, wheat, beans, tobacco, indigo tablets, hemp, drugs, etc Of these the cereals are for the most part consumed in the neighborhood, but the other commodities are exported, to the value of several hundreds of taels every year, to the Mukden and Antung regions.

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FU-SHUN COAL-MINE

Scale 1:72,000

Japanese Ri

Chinese Li

English Miles

Kilometers

Pu-shun

Chien-ko-pu-chieh

Hou-ko-pu-chieh

Ko-pu-chieh Stand-pit

Ku-cheng-tzu Coal-pit

Electric Emissary Co

Power Station

Fu-shun Station

Ta-kuan-tun

Hsiao-tzu-kuan

Shan-tzu-kou

Yang-pai-ling

Yang-pai-ling Coal-pit

Ta-ho-pien Coal-pit

Ta-ho-pien

Hsiao-ho-pien

Chien-shan Coal-pit

Chien-shan-chiao Coal-pit

Mt. Chien-shan-tai

Fu-shun-Shan-hai-kuan Railway

Yang-pai-ling

FU-SHUN
Scale 1:25,000
English Mile
Railway Station
Japanese Consulate
Japanese Post Office
Japanese Police Station
Japanese Barracks
Japanese Hospital
Japanese Cemetery
Japanese Temple
Japanese Shrine
Japanese Theatre
Japanese Public Bath
Japanese Public Park
Japanese Public Square
Japanese Public Garden
Japanese Public Office
Japanese Public School
Japanese Public Library
Japanese Public Museum
Japanese Public Hospital
Japanese Public Cemetery
Japanese Public Temple
Japanese Public Shrine
Japanese Public

Route XIV. Fu-shun Collieries.

Fu-shun Branch Line. This line branches off at Su-chia-tun (see P. 240) on the S. M. R. Main Line and passing in succession Yü-shu-tai (5.8 mls. from Su-chia-tun), Ku-chia-tzu (9.4 mls.), Shên-ching-tzu (18.6 mls.), and Li-shih-chai (23.1 mls.), reaches Fu-shun (30.9 mls.).

Train Service. Between Su-chia-tun and Fu-shun six all class passenge trains run both ways daily. Some of these trains connect with those (south bound and north bound) on the Main Line and on the Antung-Mukden Line. Fare: between Mukden and Fu-shun, 1st cl. ¥2.85; 2nd cl. ¥1.85; between Su-chia-tun and Fu-shun, 1st cl. ¥2.15; 2nd cl. ¥1.40.

History. The Fu-shun Branch Line was quickly constructed as a coal line by the Russian government, as soon as it had bought the three collieries at Chien-chin-chai, Yang-pai-pu, and Lao-hu-tai. During the Russo-Japanese War, trains were run on this temporary line. Since passing into the hands of the Japanese, the line has been reconstructed on a permanent basis. While under the management of the Chinese Eastern Railway Company, Hun-ho Station was the junction between this line and the S. M. R. Main Line. It was, however, later changed to Su-chia-tun, which is now the junction point. At the same time, to connect this line with the Antung-Mukden Line, a station was erected under the name of Fu-an, later renamed Yu-shu-tai, in consequence of the reconstruction of the Antung-Mukden Line, so as to make a direct connection between Chen-hsiang-tun and Su-chia-tun.

Description of the Route. The track seen on the left just beyond the Su-chia-tun Station is the Antung-Mukden Line. The train runs northeastward through cultivated fields and farms, and passing Yu-shu-tai, comes to the station of Ku-chia-tzu. This is a large town, separated by the Hun-ho River from Mukden, on its left bank. As it is only 3 miles from Nan-ta-men Gate of Mukden, most of the Chinese *en route* from that city to Fu-shun take trains at this station. After leaving Ku-chia-tzu, the train runs along the basin of the Hun-ho, with hills constantly in view on the right side, and passing two stations, arrives at Fu-shun, which is well known for its great collieries.

Fu-shun 撫順

(40.6 mls. from Mukden)

Arrival. *En route* to Fu-shun, passengers from Dairen, Mukden, and Antung will have to change at Su-chia-tun, whence they will arrive at their destination in about one and a half hour. **Accommodations at the Station.** At the station is a telegraph office, a public telephone, and stores. Porters to carry hand baggage are also available.

Automobiles. The Tankō (Colliery) Club, which as a subsidiary enterprise, runs a hotel in the European style. It also operates a public motor car service to the station upon the arrival and departure of the principal trains. Fare: between the Club and the Station, about 80 *sen*, one way. **Jinrikisha** are available within the city limits. Fare: for a short distance, from 20 to 30 *sen*.

Tramcars. In order to facilitate transportation between the different collieries, public electric cars are run on the coal lines operated by the S. M. R. Co. The cars start from the station and go to the Yung-an-chiao Bridge and the various collieries: Oyama, Tōgō, Yang-pai-pu, Lao-hu-tai, Wan-ta-wu, and Ta-lien, and these cars are available for the use of those who desire to inspect the mines. The line is divided into two sections. Fare for each section: special, 10 *sen*; ordinary, 5 *sen*.

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Tanko Club Hotel. This club was organized by the officials of the Fu-shun Collieries, and is equipped with fairly good European hotel accommodations. Rates: American plan, from ¥ 10 up.

Japanese Inns: The Chikushi-kan and Hifumi-kan are both in the central part of the New Town. Rates: 'Japanese plan', from ¥ 3—7.

Situation and History. Fu-shun, where the general office of the collieries operated by the S. M. R. Co. is located, is bounded on the south by the Chien-chin-chai Mountain; on the north, by the river Hun-ho; on the southwest, by the village of Ku-cheng-tzu, and on the east, by Yang-pai-pu.

The entire tract of land around Fu-shun was, previous to the Russo-Japanese War, sparsely populated and known only through the colliery at Chien-chin-chai. It was not until this section passed from the management of the Chinese Eastern Railway Company to that of the S. M. R. Co. that its real value as an inexhaustible store house of coal was realized. With the development of the coal industry and the establishment of a new town on the S. M. R. Co's Leased Ground, the place developed rapidly to such an extent that all the Chinese government offices and other important buildings were removed from the Walled Town and established there. The New Town, which has grown large and prosperous, and the Old Town have been joined under the name of Fu-shun.

General Description. The wonderful rapidity with which the city of Fu-shun has developed is due largely to the operation of the great collieries. Its commerce, on the other hand, is limited, meeting only the demands of the men engaged in the coal industry. The distribution of agricultural products is, therefore done on a small scale. The shipments from Fu-shun Station amount, according to the latest statistics, to about 2,450,000 tons a year; the imports to about 210,000 tons. The greater part of the exports is, of course, coal; while the imports, for the most part, comprise commodities for local consumption. On the northern side of the railway line the city is divided by a small moat, though hardly worth the name, into two section, the Old and the New Town. The former lies east of the latter. Population, 37,000 (of which 11,400 are Japanese).

New Town. This is a Japanese town, which owes its existence to the colliery business. It was established in 1907 by the S. M. R. Co., on a tract of land (20 acres in area), bought for the purpose. The town is laid out in rectangles and consists of seven avenues running from east to west parallel to Hommachi-dōri, a great central avenue north of Fu-shun Station, intersected by twelve streets running from north to south. The roads are macadamized, and are from 48 to 120 feet wide. They are provided with carriage ways and side walks, and are planted with trees on each side.

The town is equipped with water works, sewage system, electricity, gas, and other modern improvements, leaving little to be

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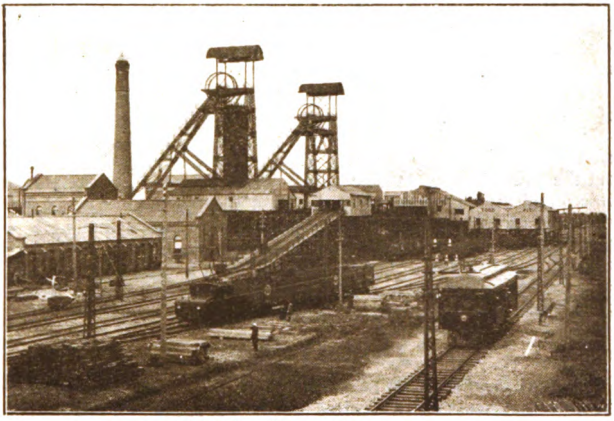
desired either for convenience or for comfort. The houses being built of brick give to the city the appearance of a European city. The Japanese government offices, schools, and the S. M. R. Co. employees' residences occupy most of the buildings.

Old Town is the gradual development of a Chinese village, and its streets are very irregular and narrow and not to be compared with those of the New Town. However, business prospers here, as is evidenced by the large number of Japanese and Chinese stores, which are patronized by the men employed in the coal mines. Moreover, the Chinese have of late established a new section in the northwestern end of the town, to which many of the administrative offices, such as the District Office, etc. have been moved from the Walled Town of Fu-shun, on the bank of the Hun-ho.



Tōgō Pit, Fu-shun Collieries.

Government Offices, etc. In the Old Town are: the Fu-shun-hsien District Office; Chinese Police Station; Chinese Telegraph Office; Chinese Post Office; Industrial Association; Japanese Language School. In the New Town are: the Japanese Police Office; Japanese Post Office; Garrison; Colliery Office; Colliery Hospital; Water and Gas Works Office; Electric Light Department; Public Hall; Tankō Club; Library; Higher Primary School; Fu-shun Shrine.

Banks and Companies. The Antō Bank, Branch; Seiryū Bank, Branch; Electrochemical Industrial Company's Factory; Fu-shun Brick Company; Eastern Colliery Company (which operates the Talien Colliery.); Nan-chang Yang-hang, Agency (which operates Hua-shêng and Piao-lu-tun Collieries.); Pottery Company's Factory; Trust Company; Market Company; Fu-shun Iron Works, etc.

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Parks. There are two parks in the New Town. One of them is called Hommachi Park and is situated near the northern extremity of Hommachi-dōri, facing the station. It has an area of about 3.5 acres. The other, which is known by the name of Yamato Park, is at one end of Yamato-machi, which runs opposite the Colliery Office. It covers an area of about 1.6 acres. The trees and the cultivated flowers of these parks make them favorite resorts for the public.

Yung-an-chiao Bridge. This is a bridge spanning the Hun-ho and connecting the city of Fu-shun with Fu-shun-chêng (Walled Town). Its total length is over 1,000 feet. Electric cars are run as far as the foot of the bridge. This bridge, originally built for military purposes by General *Linievitch*, the commander of the left wing of the Russian Army, on the eve of the Battle of the Sha-ho in the Russo-Japanese War, was later reconstructed by the Chinese authorities into what it is now. Near the southern foot of the bridge is the reservoir of the colliery water works. It is in the center of an attractive park.

Fu-shun-chêng. This Walled Town is about 3 miles northeast of Fu-shun Station. Though built, as far back as the *Ming* Dynasty, it is on a small scale, with only two gates, one on the south and one on the north. Many Tartars formerly dwelt within the walls, but the town is now in a desolate state, many of the government offices and stores having been removed to Fu-shun. The town is sheltered on the north by a range of mountains called Lung-mo; on the west, it communicates with Ko-pu-chieh and on the east it adjoins Sa-lu-hu-shan. On the top of the hill near the North Gate is an ancient white tower, where a picturesque view of the stream of the Hun-ho flowing below can be seen.

Fu-shun Collieries.

Situation of the Coal Seams. The Fu-shun collieries lie about 30 miles northeast of the Walled Town of Mukden. The coal beds are in a group of hills on the left bank of the Hun-ho which connect with a branch range of the Chang-pai-shan,—a long winding chain which starts from the frontier of North Chōsen and runs in a south-westerly direction. The principal coal seams extend from the village of Ku-cheng-tzu in the west to Lung-pu-kan,—a distance of about 10 miles along the southern bank of the Hun-ho. From north to south, the breadth is not uniform, ranging from over one and a half miles at the widest to about half a mile at the narrowest part. The thickness of the beds is about 130 feet, and that of the waste material not more than 20 feet.

This great mine area is divided into seven districts: Ku-cheng-tzu, Chien-chin-chai, Yao-chieh-tzu, Lao-hu-tai, Wan-ta-wu, Hsin-tun, Lung-pu-kan. The divisions being worked at present are Ku-cheng-tzu (open working), Chien-chin-chai, Yang-pai-pu, Hsin-tun, Lao-hu-tai, Wan-ta-wu, and the two shafts of Ōyama and Tōgō.

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Quantity of the Coal Deposits. The total quantity was roughly estimated at about 950,000,000 tons, which after subtracting about 20,000,000 tons, the amount already mined, leaves about 930,000,000 tons still remaining in the earth. Should the annual output amount to, say, 3,000,000 tons, the life of this mine group would be 310 years,—a fact which makes this colliery group the greatest in the East.

Quality of the Coal. The analysis of the Fu-shun coal shows that it is semi-bituminous and consists of the following components: Specific gravity 1.276; Water 5.717; Volatile matter 40.635; Coke 53.648; Ash 3.890; Sulphur 0.530; Heating capacity 7.100 calories; Nitrogen 1.6 per cent.

History. There is no authentic record to establish the exact date of the discovery of the Fu-shun Collieries; but the coins and antiques excavated from time to time, as well as local tradition, seem to indicate that the mine was first worked as early as the end of the Twelfth Century, or at the latest, in the middle of the Thirteenth Century. In those days, this region was under the rule of the Tartar Dynasty (called *Liao* or *Chin*) and maintained close communication with the people of *Koli*, and there are reasons to believe that the porcelain industry and other industrial arts were pursued by emigrants from the latter country, who doubtless made use of the Fu-shun coal for fuel for the kilns.

Later, when the Manchurian Dynasty came into power, the Korean influence in the locality began to decline, and with it the manufacturing industries followed by the Koreans. Furthermore, the working of the mine was temporarily forbidden by *Aisin Gioro Bukuli*, the founder of the *Chin* Dynasty, when he moved his capital to *Shen-yang* (Mukden). As the mine was near his ancestral sepulchers, he thought it an offense against *Feng-shui* (the "Spirits of Wind and Water") to allow it to be worked. Since then the colliery remained entirely neglected till May, 1901, when a Chinese, Cheng-yao by name, with two capitalists, Yung-lun and Ying-kai, petitioned the Military Governor of Fengtien for permission to work the mine at Chien-chin-chai, Fu-shun. About the same time, Weng-shou and Wen-chih-lo also applied to the Governor for mining rights. Both petitions were accepted and two concessions granted. Thus began again the working of the collieries of Fu-shun. The mine has undergone a number of changes since then. As the result of the Battle of Mukden, fought on March 10, 1905, it fell into the hands of the Japanese Army, and subsequently came under the control of the S. M. R. Co.

Present Condition of the Collieries. When the S. M. R. Co took over the Fu-shun Collieries, a notable improvement and enlargement of the method of operation was put into effect; first, they began to work the levels at Chien-chin-chai, Yang-pai-pu, and Lao-hu-tai as well as the two shafts at Oyama and Tōgō; then they sank an oblique shaft at Wan-ta-wu, and at the same time commenced open working on a great scale at Ku-cheng-tzu; then later, they sank an oblique shaft at Lung-pu-kang and began open working of a part of Hsin-tun and Chien-chin-chai.

With a view to making the working system more economical and effective, they changed the room-and-pillar method hitherto followed, into the long-wall system, with the result that the colliery business is at present in a highly flourishing condition. The men at present engaged in the industry number about 38,500, of whom the greater part are Chinese. The daily output of coal is about 8,000 tons, while the annual yield amounts to about 3,000,000 tons.

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Factories attached to the Collieries.

Power Stations. There are two power stations, the First and the Second. The First Station has a capacity for the generation of 16,500 kilowatts. The Second is a gas electric power station conducted on the Mond system. It has a gas generating furnace and is provided with a by-products' collecting device. Coal, gasified and purified, is used for fuel in the boilers which generate electricity. The nitrogen contained in the coal is also collected and made into ammonia sulphate. Coaltar is also produced as a by-product

As the electricity generated by the method in operation at the Second Power Station is supplied comparatively cheap, it is extensively used for mining purposes and for supplying light and power to the city, as well as for the operation of the electric cars. It is also utilized by the Electrochemical Company.

The Sulphuric Acid Factory was established with the object of furnishing sulphuric acid to be used in the manufacture of ammonia sulphate at the Gas Electric Power Station and at the Electrochemical Company. The daily output of lead-chamber sulphuric acid reaches 100 tons. The raw material used is iron sulphide and zinc blend.

The Coke Factory is provided with 74 improved bee hive furnaces and turns out 60 tons of coke each day. The larger part of the product is supplied to the Electrochemical Company, the Fushun Refinery Company, and to the power stations along the S. M. R. Line. At present 36 coke furnaces of the newest type with a device for collecting by-products are in the course of construction.

The Machine Factory is divided into four departments: the Lathe finishing, the Can making, the Smithy and Foundry, and the Electrical. The machines used in the collieries are manufactured and repaired in this factory

The Woodwork Shop is devoted to building and repairing colliery offices, various factories, employees' residences, and other structures. The tools and implements used at the collieries are also manufactured and repaired in this shop.

Electric Cars. Formerly the cars were driven by steam and used exclusively to carry coal. The inauguration of the long-wall system, however, has necessitated the construction of a new line for carrying sand. Furthermore, there has been a great increase in the transportation of coal. In order to meet these newly created demands as well as to facilitate communication between the different mining districts, electricity has come into use instead of steam. Part of the line is now used for the conveyance of both passengers and freight. The total trackage is 84 miles, the coal line accounting for 47 miles, and the sand line 37 miles.

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Route XV. Dairen 大連

Arrival. From Mukden (S. M. R. Station) it is 246.4 miles and takes about 12 hours to Dairen Station (Pl. E 6), the terminus of the S. M. R. Main Line. The station is situated near the center of the northwestern part of the city, and contains a telegraph office, a public telephone, and stores. **Porters** carry hand baggage for 3 *sen* a piece. Delivery within the city limits is 8 *sen* a piece. Those who go to Dairen by sea, land at the pier (Pl. K 5) at the northeastern end of the city, which has good transportation facilities with the central part. Though the pier is at some distance from the station, there is a railway connection, by which the baggage of the holders of railway and steamship combination tickets is transported.

For transit from the pier and the station *jinrikisha*, carriages, and electric cars are available. The Yamato Hotel maintains a carriage service for their patrons to and from the station. **Customs.** Chinese custom officials are at the station to examine the baggage.

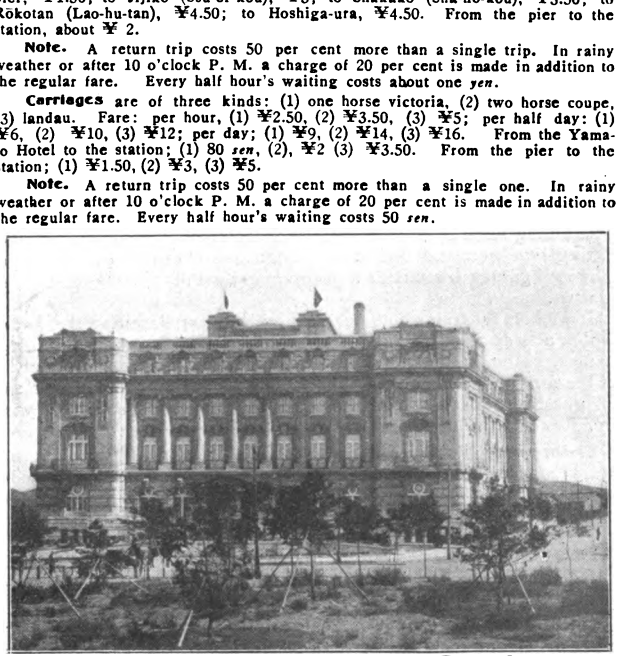
Means of Transit in the City.

Motor Cars. Fare; ¥2 for a short distance; ¥4.50 per hour; ¥20 per half day; ¥ 30 per day. From the Yamato Hotel to the station, ¥1.20; to the pier, ¥1.50; to Jijikō (Ssu-er-kou), ¥3; to Shakakō (Sha-ho-kou), ¥3.50; to Rōkotan (Lao-hu-tan), ¥4.50; to Hoshiga-ura, ¥4.50. From the pier to the station, about ¥ 2.

Note. A return trip costs 50 per cent more than a single trip. In rainy weather or after 10 o'clock P. M. a charge of 20 per cent is made in addition to the regular fare. Every half hour's waiting costs about one *yen*.

Carriages are of three kinds: (1) one horse victoria, (2) two horse coupe, (3) landau. Fare: per hour, (1) ¥2.50, (2) ¥3.50, (3) ¥5; per half day: (1) ¥6, (2) ¥10, (3) ¥12; per day; (1) ¥9, (2) ¥14, (3) ¥16. From the Yamato Hotel to the station; (1) 80 *sen*, (2), ¥2 (3) ¥3.50. From the pier to the station; (1) ¥1.50, (2) ¥3, (3) ¥5.

Note. A return trip costs 50 per cent more than a single one. In rainy weather or after 10 o'clock P. M. a charge of 20 per cent is made in addition to the regular fare. Every half hour's waiting costs 50 *sen*.



YAMATO HOTEL, DAIREN.

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Besides these carriages, there are carriages for the use of the general public. Though the fare is a little higher than that of *jinrikisha*, they are large enough to accommodate two or three persons.

Jinrikisha. Fare: 10—20 *sen* for a short distance; ¥1.50 for a half day; about ¥3 for a day.

Electric Cars are operated by the S. M. R. Co. The total mileage is about 17 miles, including the urban and the suburban sections. The line passes through the main streets of the city and leads to Shakakō, Hoshiga-ura, and Rōkotan, which are on the outskirts of Dairen. Cars run between (1) the pier and Shōkōshi (Hsiao-kang-tzu), (2) the pier and Ōsaka-machi (by way of Central Circle), (3) Oku-machi and Omicho, (4) Nagato-machi and Hoshiga-ura (*via* Shōkōshi and Shakakō), Nagato-machi and Shakakō, (6) Fushimi-dai and Fushimidai-shita, (7) Nihon-bashi and Kita-ōyama-dōri, (8) Ōsaka-machi and Rokotan.

The line between Shokōshi and Hoshiga-ura (divided into two sections at Shakakō) and that between Osaka-machi (one section) and Rōkotan are outside the city limits. Within the city limits a uniform fare is charged; half-hour tickets, special, 5 *sen;* ordinary, 4 *sen;* hour tickets, special, 6 *sen;* ordinary, 5 *sen*. The passenger may ride any number of times within the time specified on the ticket. Outside the city limits, the fare is 5 *sen*, special, and 4 *sen*, ordinary, per section. (See the map of the city).

Hotels. ***The Dairen Yamato Hotel*** (Pl. 39, G 7; Central Circle; telegraphic address, "Yamato", Dairen) is under the management of the S. M. R. Co. and is the only European style hotel, in Dairen. It is an imposing five storied building of modern renaissance architecture, and contains 115 rooms. Rates: European plan, rooms (including bath charge) from ¥4; breakfast, ¥1,75; luncheon, ¥2.50; dinner, ¥3.

The hotel is equipped with modern conveniences, such as elevators, steam heat, gas, electric lights, electric fans, electric clocks, a telephone in each room, emergency hydrants, safes, etc. It not only has a billiard room, reading room, reception room, roof garden, bar. barled shop and laundry, but also keeps motorcars and carriages. The dining room is large enough to accommodate 300 persons, and during luncheon and dinner every day an orchestra provides music. The roof garden commands a panoramic view of the whole city of Dairen.

Tickets for trains and steamers can be purchased at the hotel, which acts as a selling agent for various railway and steamship companies. Men in the hotel uniform are at the pier and the station at the arrival and departure of each steamer or train, to meet or see off guests. It is advisable, however, that room be engaged by wire in advance.

Japanese Hotels. The Ryōtō Hotel (Pl. 17, F 6; *Shinano-machi*) is the best Japanese hotel in Dairen, and has accommodations both for Japanese and Occidental guests. Rates: 'Japanese plan', ¥6 to 10. Among the other hotels are: the Iwaki Hotel (Pl. 18, F 7; *Iwaki-machi);* Hanaya Hotel (Pl. 17, F 6; *Shinano-machi);* Haruta Ryokan (*Kambu-dōri);* Azuma Ryokan (Pl. F 6, *Shinano-machi);* Dairen Hotel (Pl. 25, G 6; *Atago-chō*). Rates 'Japanese plan', ¥3 to ¥7; luncheon, ¥1.50 to 3.50.

Restaurants. European meals are furnished in the dining room of the Yamato Hotel. Japanese food is served at the Senpō-tei

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(*Yamato-chō*), Senshō-kan (*Mino-machi*), Tangetsu (*Yamato-chō*), and Hoshino-ya (*Hoshiga-ura*). Charges: ¥4 or ¥5 per cover. The Teng-ying-ko is the best known Chinese restaurant. It is located in the Electrical Pleasure Garden in Fushimi-dai.

Japan Tourist Bureau has a office in the S. M. R. Co.'s Dairen Office (Pl. 35, H 7; *Higashikōen-chō*) and an inquiry office in the Yamato Hotel. The facilities of both offices are at the service of the traveling public, gratuitously.

Consulates. The U. S. Consulate (Pl. 44, F 8; *Yamagata-dōri*), which also transacts consular business for Holland; British Consulate (Pl. 40, G 7; *Central Circle*); Russian Consulate (Pl. I 6, *Tatsuta-chō*), which also transacts consular business for Denmark.

Post, Telegraph, and Telephone. The Dairen General Post Office (Pl. 13, G 6, *Kambu-dōri*); Pier, Shōkōshi, Shakakō, Nishi-hiroba, and Shinano-machi Post Offices, where general postal and telegraphic matters are handled, Dairen Wireless Telegraph Office (*Sha-to-tzu*, Ta-ku-shan); Telephone Exchange Office (*Ōyama-dōri*). Fee to Ryojun 25 *sen*, to Liu-shu-tun, Ta-fang-shen, or Chin-chou, 20 *sen*; to Hsiung-yao-cheng 55 *sen*.

Situation and Population. The city of Dairen lies in 38° 56′ N. lat. and 121° 36′ E. long. It is at the southern extremity of the Liao-tung Peninsula, now known as the Kuantung Leased Territory, and forms part of the headland of Dairen Bay, or Victoria Bay, as it is sometimes called. On the north, it is separated by the sea from the promontory of Ta-ku-shan, with Ta-ho-shang-shan in view; on the south it is sheltered by Nan-shan Hill, and on the west it opens into a small tract of level land. Thus, on the three sides, north, west, and south, it is protected from the wind blowing from these directions; on the east only has it an unobstructed outlook, facing the Yellow Sea. Population, (Japanese) 45,000; (Chinese and foreigners) 60,000; 105,000 in all.

General Description. The city has remained generally as it was laid out by the Russians. In the center is a large circular open space with a diameter of about 220 yards. Around it and at some distance away and at regular distances from each other are smaller open spaces, which become the centers of the streets in their neighborhood. From these central circles radiate in all directions great streets, which are intersected by smaller ones of various sizes, forming thereby a veritable net-work of streets.

All the principal streets have carriage ways and side walks. The former are macadamized, while the latter are paved with concrete, which make muddy streets unknown even in rainy weather. On both sides of the streets, planted at regular intervals are rows of shade trees, such as acacias and poplars, which provide a refreshing shade.

Ōhiroba (Central Circle, Pl. G 7) is the central point of the city and within it run a number of roads in all directions. It is embellished with flower beds and trees. A statue erected in honor

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of General Ōshima, the late Governor General of Kuantung, stands in the Circle. Around the circle are many magnificent buildings such as the Yamato Hotel, the Dairen Civil Administration Office, the City Office, the Yokohama Specie Bank, the Bank of Chōsen, the Superintendent Bureau of Communications, and others. These fine structures are striking features of the city. The broad street running eastward from the Central Circle is Yamagata-dōri, which, passing Higashi-hiroba (Pl. J 6), leads to the piers. This is occupied chiefly by office buildings. Nishi-dōri starts from the same place and runs west in the opposite direction, leading through Nishi-hiroba (Pl. F 7) to Fushimi-dai and Hsiao-kang-tzu.

These two main streets practically divide the city of Dairen into two sections, the Northern and the Southern. The Northern Section, which may be called the commercial district, and which contains innumerable stores, consists of Ōyama-dōri, Ise-machi, Kambu-dōri, Naniwa-chō, and Shikishima-chō. Ōyama-dōri starts from the Central Circle and runs north, leading, *via* Minami-hiroba and Nihon-bashi, to Kita-ōyama-dōri, popularly called the Russian Street. This was formerly the official quarter, but now is the residential district. Naniwa-chō is the busiest street of all. The Southern Section may be regarded as the official and the residential district. Here are found the government offices, schools, S. M. R. Co's various offices, as well as the S. M. R. Co. and other companies employees' residences, also shrines and temples. Among the principal streets of this section are Nishi-kōen-chō, Higashi-kōen-chō, Ōmi-chō, and Harima-chō. The section south of the piers is the industrial quarter of the city. Here are found all the yufang factories, both Japanese and Chinese, numbering more than 50 in all. Yufang is the most important industry in Dairen.

Fushimi-dai is a hill in the western suburb, separated by Nishi-kōen (West Park) from Nishi-kōen-chō. During the days of the Russian régime in Manchuria it was the site of their military barracks, but now a portion of it is set aside for a pleasure garden, while the rest of it is occupied by the Central Experiment Station, schools of various kinds, and S. M. R. Co. employees' residences. On the southern side of the height is a reservoir. This is called Fushimi-dai after H.H. Prince Fushimi, who, during the Russo-Japanese War, temporarily took up his abode where now stands the Central Experiment Station.

Hsiao-kang-tzu is a Chinese quarter lying northwest of Fushimi-dai. It is sometimes called Pei-kang-tzu, or Hsi-kang-tzu, by the Chinese. It has a population of about 13,000, of whom only a few are Japanese. It has numerous stores, and a very brisk market. Both within and without the city limits are many yufang factories. Across the railway track is the Pottery Department of the Central Experiment Station. The Dairen Tramway Line runs through the center of the city and leads toward the Shakakō district.

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Waterworks and Sewerage System are under the management of the Kuantung Government General and the method is that followed by the Russians during their administration of the city. The collection basins are at Kita-shakakō, the reservoir at Fushimi-dai, from which water is supplied to the whole city. The sewerage system is so arranged that the rain water is led directly into the sea, while the refuse is conducted by iron pipes to a point 1,800 feet from the coast and there discharged into the sea.

Electricity and Gas. The supply of electricity was very much limited during the Russian régime, but since the Company passed into the hands of the S. M. R. Co., it has been greatly enlarged. At present there is a power station at Hama-chō (Pl. G 4), which is equipped with a plant capable of generating 5,000 kilowatts, supplying electricity for lighting and for the tram cars, as well as to the various factories of the city. The gas plant (Pl. E 6) is at Yamashiro-chō, and with a 24-hour capacity of about 800,000 cubic feet, furnishes gas to the whole city.

ŌYAMA-DŌRI STREET, DAIREN.

History. Dairen, which was formerly called *Ching-ni-wa* (or Black Mud Hollow), was a sparsely populated, out-of-the-way fishing village, on a winding stretch of beach overgrown with reeds and rushes. In 1860, when the British and French combined army was attacking Tientsin and Peking, the British Fleet made this place its base of operations, calling it Victoria Bay. Later, when *Li-hung-chang*, Viceroy of Chih-li Province, came to administer Ryojun (Lu-shun) and Dairen, he constructed a fortress where Liu-shu-tun is now, making it a strategic naval port in the Chin-chou Peninsula, according to the counsel of a German military adviser. Since then the name of Dairen Bay has come to be widely known, both in China and abroad.

In 1898, in accordance with the supplementary treaty entered into by Russia and China, the city was leased to Russia. With a view to turning it into a base

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of operations for exploiting the Far East, Russia planned to extend part of the Eastern Chinese Railway and establish a great commercial port here, calling it *Dalny*.

At the same time that Russia was endeavoring to hasten the construction of the railway and the harbor works, she began to erect government offices and military barracks, and to lay out parks and roads. These undertakings having been nearly completed, the establishment of a great city seemed all but an accomplished fact, when unexpectedly the Russo-Japanese War of 1904-5 broke out, putting an abrupt end to the realization of this Russian project.

In May, 1904, when the Japanese Army occupied the city, a military administration was inaugurated for its temporary management. In September, 1905, as the result of the Portsmouth Treaty, the railway south of Kuan-cheng-tzu, as well as the lease of the Kuantung Peninsula, passed into Japanese possession.

The Kuantung Civil Administration Office was then established in the city and Dairen was made the seat of government for the peninsula. Efforts were also made to improve the city, to construct a harbor, and to complete various other improvements. The following year, i.e., 1906, saw the organization of the Kuantung Government General and the creation of the South Manchuria Railway Company. Since then the city has developed with such rapidity that the project, which seemed at the time of its inception too colossal for realization, has now turned out to be only moderate. Being unable to grow any more on the site originally set apart for it, the port will be expanded on reclaimed land on the eastern coast.

Piers. The port of Dairen faces the sea on the northeast. The management of its piers is under the control of the S. M. R. Co. The construction of the harbor works was commenced in 1898, during the Russian régime, by the Chinese Eastern Railway, with an outlay of 10,000,000 roubles. When it came into the hands of the Japanese it was in an unfinished condition. The harbor covers an area of about 820 acres with the main part of it enclosed by a breakwater about 12,500 feet in length. On each side of the breakwater of the eastern entrance stands a light house which illuminates for a distance of 8 miles. On Minami-sanzan-tō, near the entrance to the bay, is another light house, with a revolving light capable of illuminating 23 miles, and also a fog alarm signal.

There are three piers; the First, the Second, and the Third Pier. The Second Pier is the oldest of the three, having been built during the Russian régime. It extends into the sea for a distance of 1,960 feet and has a width of 358 feet. The First Pier, which is 1,225 feet east of the Second Pier, running parallel to it, was unfinished when it came into the possession of the S. M. R. Co. It has since been completed. It is of the same length as the Second Pier and has a width of 570 feet. The northern side is used for the mooring of ships, and its eastern side, an area of 80 acres of the foreshore, has been filled in as a wharf.

The development of Manchuria and Mongolia in recent years greatly increased the number of steamers entering the port of Dairen, rendering the two piers insufficient to accommodate the evergrowing shipping traffic, and necessitating the building of another pier. Accordingly, the Third Pier was constructed. It is 900 feet west of the Second Pier and runs parallel to it. The building of a Fourth Pier is now under contemplation. The Third Pier has a length of 2,000 feet and a width of 400 feet. The low tide depth of water at

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the piers is from 20 to 30 feet deep enough to accommodate big steamers of 10,000 tons' displacement.

The port of Dairen is decidedly the first in size and importance in the East, its three spacious piers together having a total length of 13,000 feet, which enables them to accommodate 34 ships at one time. On the piers are more than 40 warehouses, covering an area of 200,000 square yards, in which can be stored about 250,000 tons of goods. Outside the warehouses there is about 920,000 square yards of storage space on the piers.

Railway lines connect the piers and the warehouses with the station, thereby facilitating transportation by sea and land At the entrance to the Piers is a Harbor Office, baggage room, and waiting rooms. Along the Russian Street, on the shore, is a junk pier. East of the First Pier is a pier and a warehouse especially made for landing and storing kerosene and explosives.

Government Offices, Public Buildings, etc. The Dairen Civil Administration Office (Pl. 41, G 7; *Central Circle*); Dairen Municipality Office (Pl. 38, G 7; *Central Circle*); Superintendent Bureau of Communications (Pl. G 7; *Central Circle*); Marine Bureau (Pl. K 5, *Harbor*); Military Transportation Office, Branch (Pl. 1, K 5; *Harbor*); Military Accountants' Office, Branch (Pl. 36, H 7; *Higashi-kocu-cho*); Ryojun Military Hospital, Branch (Pl. I 7; *Higashi-kōcu-cho*); Gendarmerie Station (Pl. 14, G 6; *Kambu-dōri*); Meteorological Observatory (Pl. L 6; at the foot of *Nan-shan*); Government Agricultural Institute (*Shakako*); Fisheries Institute (*Kokotan*); Chinese Maritime Customs (Pl. I, J 6; *Yamagata-dōri*); Quarantine Station of the Marine Bureau* (Pl. M 7; Jijikō); Sulphuric Acid Factory supervised by the Kuantung Government General (*Gunyo-chi*); S. M. R. Co's Head Office (Pl. H 7, *Higashi-kocu-chō*); S. M. R. Co's Dairen Office (Pl. 35, H 7; *Higashi-kocu-cho*); Sales Section of the Mining Department, S. M. R. Co.; S. M. R. Co's Harbor Office (Pl. 2, K 5; *Harbor*); S. M. R. Co's Central Experiment Station** (Pl. C 9); S M. R Co's Shakakō Workshops, (*Kita-shakakō*), etc.

***Quarantine Station of the Marine Bureau,** covering an area of 26 acres, is at Jiji-kō (or Ssu-er-kou) the eastern extremity of Dairen. It is under the jurisdiction of the Kuantung Government General. The station contains an office of the Government General and separate accommodations for first and second class cabin passengers, for third class passengers, and for Chinese passengers. The first and second class quarters can accommodate 108 passengers; the third, 200; the Chinese third, 200. Each division has its own disinfection bath house, with a capacity of about 150 persons at one time. The station is also provided with disinfection rooms, engine rooms, storehouses, a medical department, bacteria inspection rooms, sick rooms and quarters for animals, and it well deserves to be called the best quarantine station in the East.

****S. M. R. Co's Central Experiment Station** is at Fushimi-dai. Its Pottery Department is at Hsiao-kang-tzu. This station was formerly under the management of the Kuantung Government General, but in 1910 it was transferred to that of the S. M. R. Co. It is divided into several departments, such as the Chemical Analysis, the Applied Chemistry, the Reeling Filature, the Dyeing and Weaving, the Pottery, the Brewery, the Hygiene, and the Electro-

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chemistry Departments. Here is conducted the analytical examination, with a view to their practical uses, of beans, kaoliang, lime, iron ore, and tussurs, which from part of the special products of Manchuria. For the purpose of making experiments there is attached to the station filature, pottery, brick, and brewery factories.

Banks. The Yokohama Specie Bank, Branch (Pl. 26, G 7. *Central Circle*); Bank of Chōsen, Branch (Pl. 21, G 7;*Central Circle*); Seiryū Bank (Pl. 23, G 6; *Ōyama-dōri*); Hongkong & Shanghai Banking Corporation (*Yamagata-dōri*); Russo-Asiatic Bank (Pl. H 5, *Kambu-dori*); Bank of China or Chung-kuo-ying-hang (Pl. G 7, *Yamagata-dōri*); Bank of Communications, or Chao-tung-ying-hang, Branch (*Kii-machi*); Dairen Commercial Bank (*Nishi-dōri*); Dairen Bank (Pl. 19, F 7; *Ise-machi*); Lung-kou Bank (*Ōku-machi*); Ryōtō Bank (*Ōyama-dōri*); Educational Savings Bank (*Kambu-dōri*).

Commercial Institutions. The Dairen Chamber of Commerce (Pl. 27, G 7; *Shikishima-chō*); Dairen Staple Produce Exchange(Pl. 3, J 6; *Higashi-hiroba*); Manchurian Securities Trust Co. (*Nishi-hiroba*); Exchange Trust Co. (Pl. 4, J 6; *Gunyō-chi*); Dairen Foreign Board of Trade (Pl. B 7); Kun-i-hui, or Chinese Commercial and Industrial Association (*Hsiao-kang-tzu*); Manchurian Staple Produce Trade Association (Pl. I 6, *Terauchi-dōri*); Shinano-machi Market (Pl. E 7, *Shinano-machi*); Yamagata-dōri Market (Pl. I 6, *Yamagata-dōri*); Hsiao-kang-tzu Market (Pl. B 7, *Hsiao-kang-tzu*).

Companies and Factories. The Mitsui Bussan Kaisha, Branch (Pl. 6, I 6; Yamagata-dōri); Mitsubishi Commercial Co., Agency (*Kii-chō*); Suzuki Shōten, Agency (*Yamagata-dori*); Yuasa Trading Co., Branch (*Yamagata-dori*); Furukawa Commercial Co., Agency (*Yamagata-dōri*); Kuhara, Agency (*Akashi-chō*); Masuda Trading Co. (*Yamagata-dōri*); Nanshō Yōkō (*Yamagata-dōri*); Fukushō Co. (Pl. J 6, *Yamagata-dōri*); Katō Yōkō (*Yamagata-dōri*); and Usui Yōkō (*Kambu-dōri*); all of which are trading companies.

The Ōsaka Shōsen Kaisha, Branch (Pl. J 6, *Higashi-hiroba*); Dairen Steamship Co. (Pl. I 6, *Yamagata-dōri*); Domestic Express Co., Branch (*Shikishima-chō*); Yamaguchi Transportation Co. (*Yamagata-dori*); Dairen Automobile and Carriage Co. (*Hida-chō*); Kawasaki Dockyard Co., Agency (Pl. G 4, *Hama-chō*); Japan Salt Co. (Pl. G 6, *Kambu-dōri*); Dairen Land and Building Co. (*Yamagata-dōri*); South Manchurian Mining Co. (*Yamagata-dōri*); Dairen Machinery Factory (*Shakako*); Tōa Tobacco Co. (Pl. 15, F 6); Japan Cotton Co., Branch (*Yamagata-dōri*); Oriental Colonization Co., Branch (Pl. F 7, *Ōmi-chō*); Mitsukoshi Dry Goods Store (Pl. 5, F 6; *Ōyama-dōri*); Onota Cement Factory, Branch (*Shu-shui-tun*); Daishin Yōkō Co., dealers in iron and copper (*Kambu-dōri*); Dairen Ice-making Co. (Pl. D 6, *Fushimi-dai*); Dairen Oil and Fat Industrial Co. (Pl. 8, H 6; *Gunyō-chi*); Manchurian Productive Industrial Co. (*Mikawa-machi*); Furai Yōkō, dealers in drugs (*Ōyama-dōri*); Manchurian Acquatic Products Co. (*Shinano-machi*); Nisshin Oil Mill, Ltd, (Pl. K 6, *Gunyō-chi*); Suzuki Yufang (Pl. N 7, *Jijikō*); Kodera Yufang (Pl. J 7, *Gunyō-chi*).

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WEST PARK, DAIREN.

F. T. Bardens, exporter and importer (*Yamagata-dōri*); British-American Tobacoo Co. (*Echigo-machi*); Brunner, Mond & Co., alkali manufacturers (*Yamagata-dōri*); Butterfield & Swire, or Tai-koo; Agencies for the China Navigation Co., Ocean Steamship Co., British Traders Insurance, etc. (Pl. 7, I 6; *Yamagata-dōri*); L. J. Healing & Co., importers and exporters (*Yamagata-dōri*); F. W. Horne & Co., importers and exporters (*Yamagata-dōri*); Cornabe, Eckford & Co. (Pl. 33, H 6; *Yamagata-dōri*); Klauber Trading Corporation (*Shikishima-chō*); E. N. Paizis, tobacco store (*Naniwa-dōri*); Standard Oil Co. of New York (Pl. 11, H 6; *Yamagata-dōri*); Thomson, Hannam & Co., importers and exporters (*Echigo-machi*) W. H. Winning, importer; (*Harima-chō*).

Stores. The Iwaki Shōkai, exporters and importers; (*Yamagata-dōri*); Nichiman Shōkai, firearms and gunpowder; (*Yoshino-machi*); Tokiwa Shōkai, exporters and importers; (*Yamagata-dōri*); Ōsaka-ya Bookstore (*Ōyama-dōri*); Kashimura Yōkō, watches, precious metals, photographic apparatus and accessories, etc. (*Ise-machi*); Ōyama Bazaar (*Ōyama-dōri*); Dairen Bazaar (*Naniwa-chō*); Dairen Photographer's (*Ise-machi*); Uchida Brothers, Photographers' (*Yoshino-chō*); Nakajima, Photographer (*Ōyama-dōri*); Dairen Art Club, pictures, writings, and objects of art (*Ōyama-dōri*); Taku Unlimited Partnership, foreign wines and provisions (*Ōyama-dōri*); Kobayashi Matashichi Shōten, printing (Pl. F 6, *Oyama-dōri*); Fujimoto Tailor Shop (*Naniwa-chō*), and others. ***Chinese Merchants.*** Tien-ho-sheng, dry goods and general merchandise (*Naniwa-chō*); Ki-sheng-chang, exchange broker; (*Iwaki-chō*); Tung-fa-sheng, exchange broker (*Yoshino-machi*); Hou-chi-chien-chang, exchange broker (*Oku-machi*); Cheng-shun-ho, general merchandise; (*Hsiao-*

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kang-tzu); Cheng-chi-kung-ssu, agency for steamship companies; (*Kambu-dōri*): Fu-shun-chan, export and import; agency, (*Ōmi-chō*).

Schools. Middle School (Pl. D 8, *Fushimi-dai*); Girls' High School (Pl. H 9, *Kasumi-chō*); Dairen Language School in the Dairen Commercial School building (Pl. G 8, English, Chinese, and Japanese are taught here); Higher Primary School (Pl. D 8, *Fushimi-dai*); Shakakō Higher Primary School (*Shakakō*); South Manchurian Technical School (Pl. C 9, *Fushimi-dai*); Commercial School (Pl. G 8, *Tenjin-chō*); Primary School for Chinese children (Pl. D 8, *Fushimi-dai*). There are also five primary schools in the city.

Hospitals. The S. M. R. Co's Dairen Hospital* (Pl. E 5, *Yamashiro-chō*); Branch of the S. M. R. Co's Dairen Hospital (Pl. H 8, Shimmei-chō); Dairen Isolation Hospital (Pl. G. 11, *Hsi-wang-chia-tun*, suburb of the city); Dairen Women's Hospital (Pl. G 9, at the foot of *Nan-shan*); Dairen Jikei Charity Hospital (Pl. G 9, do.); Kōsai Charity Hospital (Pl. B 8, *Hsiao-kang-tzu*). There are also in the city more than thirty hospitals of different kinds kept by private individuals.

*S. M. R. Co's Dairen Hospital is under the supervision of the S. M. R. Co. It contains Medicine, Surgery, Gynecology, Pediatrics, and Otology and Laryngeal Departments, which are all well equipped with up-to-date appliances. Accommodation charges per day are: special, ¥10; first class, ¥5; second class, ¥3.50.

Churches, Temples, Shrines. The Japanese Christian Church (Pl. 20, F 7; *Nishi-hiroba*); Dairen Christian Church (Pl. 10, H 6; *Shikishima-chō*); Roman Catholic Church (Pl. 9, H 6; *Kii-chō*); English Church (Pl. G 7, *Tango-machi*); Danish Lutheran Mission (*Hsiao-kang-tzu*); Dairen Shrine (Pl. H 10, at the foot of *Nan-shan*); Shakakō Shrine (*Sakakō*); Nishi Hongan-ji Temple (Pl. G 10, at the foot of *Nan-shan*); Higashi Hongan-ji Temple (Pl. G 10, at the feot of *Nan-shan*); Jōan-ji Temple, of the Sōdō Sect (Pl. G 8; *Tenjin-chō*); Myōshō-ji, of the Jōdo Sect (Pl. 46, G 8; *Tsushima-chō*); etc. Young Men's Christian Association (Pl. 31, G 6; *Shikishima-chō*); Branch of the Salvation Army (Pl. 42, F 7; *Nishi-hiroba*).

Newspapers, Clubs, etc. Manchuria Daily News, English (*Higashi-kocu-machi*); Manshū Nichinichi Shimbun, Japanese (Pl. 37, H 7; *Higashi-kocu-machi*); Ryōtō Shimpō, Japanese (Pl. 28, G 6; *Shikishima-chō*). Taitō Nippō, Chinese (Pl. G 5, *Oku-machi*).

Dairen Club (*Kita-shiroba*); Dairen Tennis Club; Hoshiga-ura Golf Club (*Hoshiga-ura*); Public Hall (Pl. D 9, *Fushimi-dai*); Industrial Club (Pl. 28, G 6; in the Chamber of Commerce building); Dairen Marine Association (Pl. I 6, *Terauchi-dōri*).

Theaters, etc. ***Japanese Theaters:*** Kabuki-za (Pl. 29, G 6; *Shikishima-chō*); Hinomaru-za (*Wakasa-chō*). ***Japanese Variety Halls*** Kagetsu-seki (*Yoshino-chō*); Ōyama-seki (*Ōyama-dōri*). ***Motion Picture Theaters:*** Kōtō Engei-kan (Pl. 43, F 7; *Nishi-hiroba*); Naniwa-kan (*Naniwa-chō*); Engei-kan (at the Electrical Pleasure Garden, *Fushimi-dai*). ***Chinese Theaters:*** Pao-shan-

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Cha-yuan (*Oku-machi*); Ying-haiCha-yuan (*Ōmi-chō*); Ching-sheng-Cha-yuan (*Hsiao-kang-tzu*).

Trade. The total volume of trade in Dairen amounted, in 1917, to 147,829,000 *Hk. tls.*, of which 74,035,000 *Hk. tls.* were exports, and 73,794,000 *Hk. tls.* were paid for imports, as against 63,795,000 *Hk. tls.* in 1912, of which about 55 per cent was paid for imports, showing a slight excess of exports—a tendency due to the great increase in the exportation of beans and their products.

The chief imports are: cotton yarn and cloth, which head the list followed by metals, hardware, tobacco, and sugar. About 60 per cent of the total amount is imported from Japan, and about 30 per cent from China. The principal exports are; bean, bean cake, and bean oil (the staple products of Manchuria) which furnish about 70 per cent of the whole amount. Of the exports, about 45 per cent are destined for Japan, 34 per cent for China, and the remainder for Hongkong, India, the South Sea Islands, etc. ***Railway Goods.*** The freight to and from Dairen Station, in 1917, aggregated about 3,365,000 tons, of which about 90 per cent remained in Dairen, which shows the importance of the city as a market for the products of Manchuria.

Industries. The industries in Dairen comprise the Yufang (bean cake and bean oil industry), which was started in 1906, and other manufactories which have arisen and developed with the growth of Manchuria and Mongolia, as well as of Dairen itself. Chief among these are cement, brick, tile, brewery, glass, soap, beverage, iron, gas and electricity, and pharmacy industries. Most of the companies and factories make use of the raw material produced in Manchuria, and are under the management of Japanese. A brief description of the principal ones follows:

Yufang Industry is one of the most important industries in Manchuria, and consists of the manufacture of bean oil and bean cakes out of beans. With more than 60 houses engaged in the business, Dairen ranks as the largest distribution center for bean products. Among the chief factories are the Suzuki Yufang, Japan-China Bean Cake Manufacturing Company, Santai Yufang, Saitō Yufang, Kodera Yufang, Chin-feng Yufang, Cheng-yü-chang Yufang, Ho-sheng-li Yufang, Chü-cheng-hsiang Yufang, Tung-chü-hsiang Yufang, Tung-yung-mao Yufang, etc., of which the Suzuki,* the Japan-China, and the Santai Yufang are the most extensive. The output of bean cakes for 1917 was about 22,630,000 cakes (valued at 25,827,000 *yen*), bean oil was about 93,772,000 lbs. (valued at 17,028,000 *yen*).

***Suzuki Yufang.** This was originally the laboratory of the S. M. R. Co's Central Experiment Station. In 1915, Suzuki & Co. bought it from the S. M. R. Co. and developed it into its present flourishing condition. It follows a different method of manufacture from the other factories, substituting for the so-called "pressure" method, which extracts the oil through mechanical pressure, the "solution" method which is superior in its results. By the latter method, beans are first steeped in benzine, to dissolve the oily part, and then heat is applied, which separates the oil and the benzine.

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Cement Industry. The Dairen Factory of the Onota Cement Company, established in 1907, manufactures close to 20,000 barrels a month, 200,000 barrels a year (valued at 1,200,000 *yen*). The cement is used not only in Manchuria, but is exported to Chōsen, China, and the South Sea Islands.

Brick Industry. Among the principal kilns are the San-chun-liu Factory of the Yingkou Brick Company, the Chou-shui-tzu Factory of the same company, the Jen-fa Brick Factory, Dairen Brick Company's Factory, and several others. The annual output amounts to 27,500,000 bricks.

Steamship Lines. ***Ōsaka Shōsen Kaisha.*** (1) Ōsaka—Dairen (ports of call, Kōbe and Moji); twice a week. (2) Takao—Dairen (ports of call, Anping, Keelung, Foochow, Shanghai, Chingtao, Tientsin); twice a month. ***Nippon Yūsen Kaisha.*** Yokohama—North China (ports of call, outbound, Nagoya, Yokkaichi, Kōbe, Moji, Jinsen, Dairen, Taku; homebound, Taku, Newchwang, Dairen, Moji); three times a month. ***S. M. R. Co.*** Dairen—Shanghai; twice a week. ***Awa Kyōdō Kisen Kaisha.*** (1) Dairen—Chefoo—Chingtao; four or five times a month. Fare, first cl.: to Chefoo, ¥7; to Chingtao, ¥16. (2) Dairen—Chefoo—Jinsen; four or five times a month. Fare, first cl.: to Chefoo, ¥7; to Jinsen, ¥18. ***Dairen Steamship Company.*** (1) Dairen—Antung; six times a month. Fare, first cl.: ¥10. (2) Dairen—Tientsin; six times a month. Fare, first cl.: ¥18 or $18. (3) Dairen—Lung-kou (ports of call, Ryojun and Teng-chou); four times a month. Fare: first cl., ¥10; second cl., ¥7. (4) Dairen—Pi-tzu-wo; eight times a month. Fare: ¥3.50. (5) Dairen—Liu-shu-tun; three times a day. Fare: one way, 50 *sen;* round trip, 80 *sen*. (For particulars, see the General Introduction.)

Suggestion for Sightseeing Itineraries.

(1) **Program for one day.** In the morning, see the sights of the city (the Piers, Electrical Pleasure Garden, Central Experiment Station). In the afternoon, visit Hoshiga-ura. (By carriage or by automobile).

(2) **Program for two days.** In the morning, visit the Piers, Yufangs, Quarantine Station, etc. In the afternoon, see the Electrical Pleasure Garden, Central Experiment Station, Chinese Town of Hsiao-kang-tzu, West Park, etc. (by carriage or by automobile). The second day: After inspecting the Factory at Shakako, visit Hoshiga-ura (by carriage or by automobile).

(3) **Program for three days:** The first two days to be spent as indicated in Program 2. The third day: In the morning, visit Rōkotan; in the afternoon, see the sights of the city.

(4) **Program for four days.** The first three days to be spent as indicated in Program 3. The fourth day: Visit Port Arthur (see P. 197).

Places of Interest.

Nishi-kōen (West Park), in the western part of the city, is also called Tora-kōen (Tiger Park, Pl. E 8,9). With a total area of 408 acres, it is the largest Park in the city. Formerly a small Chinese hamlet, it was, during the Russian régime in Manchuria, planned as a park. Later, when it came into the possession of the Japanese

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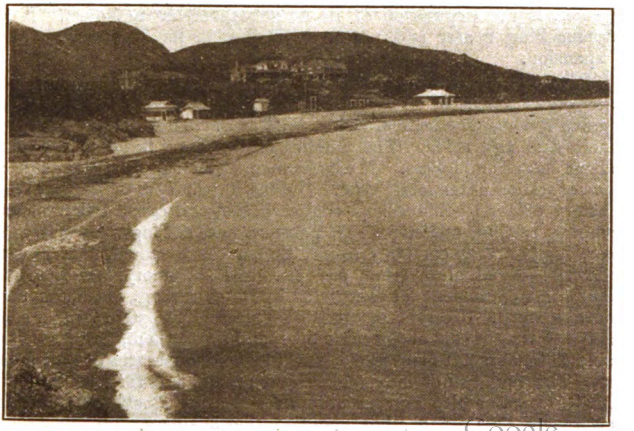
Government, the plan was realized, with additional improvements. Now, the willow, peach, apricot, acacias, and many other trees growing luxuriantly, make the park a great attraction during the entire year.

In the park are two restaurants, named Seien-tei (Pl. E 9) and Rikka-en, where food and drink can be obtained at any time. At the Agricultural Experiment Station, and Nursery, and the Nanka-en Garden, which are also in this park, there is a succession of beautiful flowers, each in its season. On the public playgrounds, games of baseball and lawn tennis are frequently played and in the concert pavilion, concerts are occasionally given. The hill behind the park commands a magnificent panoramic view of the whole city.

Kita-kōen (North Park, Pl. E 5) is adjacent to Kita-ōyama-dōri, and about 120 yards north of the Nihon-bashi Bridge. This park was also planned by the Russians during their régime, but for a number of years it has been under the management of the S. M. R. Co. Though not very spacious, it is provided with skating rinks, tennis courts, shooting galleries, a small zoo, flower gardens, and play grounds equipped with gymnastic apparatus, all of which attract many visitors.

Matsu-kōen (Pine Park, Pl. G 5) is also called Tokiwa-kōen (Ever-green Park). It is back of the northern side of Kambu-dōri, north of Oku-machi, and has an area of 4 acres. The name "Pine Park" is no misnomer, there being in it a large number of old pine-trees of fantastic shapes. It is provided with theaters, variety halls, billiard saloons, and restaurants, which make the park a very popular pleasure resort.



STAR BEACH, DAIREN.

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Higashi-kōen (East Park) occupies a portion of the northern side of Higashi-kōen-chō, north of Central Circle. It is part of the ground set apart for military use. Though not yet fully equipped for a park, it has a charm of its own in its quietness and freedom from dust.

Denki-yūen (Electrical Pleasure Garden, Pl. D 7, 8) is at one end of Fushimi-dai Hill, west of the city. It is managed by the Tramway Company, and was modeled on a Western park. It furnishes an exhibition of the use of electricity in a variety of devices. Here the visitor will find a green house, a flower garden, an entertainment hall, a shooting gallery, a zoo, a library, teahouses, Chinese restaurants, a merry-go-round, a roller skating rink, etc.—in short, almost everything that is calculated to make the park a popular holiday resort. At night, moving pictures are displayed, and the whole park is briliantly illuminated.

Hyōchū-ht (Soldiers' Monument, Pl. J 7) is at Higashi-kōen. Here lie buried the ashes of more than 4,000 officers and men who were killed in the battles fought south of Hai-chêng. A memorial service is held twice every year, in April and in November.

Shakakō (or *Sha-ko-kou*) is four miles northwest of the city of Dairen and can be reached by tramcar. Planned as an ideal industrial city by the S. M. R. Co., it is operated by the company as a subsidiary of its railway workshops. It covers an area of about 140 acres, adjoining the workshops. Here are the employees'residences, primary schools, post office, clubs, stores, all built of stone or brick. The city is provided with parks and shrines. It is also well equipped with electricity, gas, and waterworks. It has a population of 3,400 (9,000, if the population of its neighborhood is included). It is approaching nearer and nearer to Dairen in its development and xpansion.

Shakakō Railway Workshops are located on ground adjoining the city of Shakakō. This factory, which is on a very large scale, is under the management of the S. M. R. Co. The total area of the factory is 245 acres. The number of its shops is about 50; with about 2,000 employees. It has its own water supply system and a power station of the latest type. Among its principal buildings is the factory office, machine shop, engine, boiler, and construction shops, smithy, casting, passenger car, painting and sewing shops, freight car, lumber, and car body shops, timber drying room, warehouse, material examination room, and chemical laboratory. It also has up-to-date equipment for electricity, lighting, heating, ventilation and derrick work. It can accommodate 26 locomotives, 36 passenger cars and 130 freight cars at the same time, and repair them, besides being able to manufacture and mend machines and apparatus of all kinds.

The factory not only makes and repairs cars for use by the S. M. R. Co., but also accepts orders for rolling stock from outside customers, thus doing a big manufacturing business.

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Rōkotan (*Lao-hu-tan*) is on the seashore about three miles south of Dairen and can be reached by tramcar. It takes about ten minutes from Ōsaka-machi, the southern extremity of Dairen; fare, five *sen*. An automobile from the Yamato Hotel to Rōkotan costs about ¥4.50, one way. It surrounds a deep inlet of the sea. Both behind and on each side, it is sheltered by luxuriant pine clad hills; while in front stretches a vast expanse of blue water. Even in the dog days of summer, invigorating sea breezes never fail here, making the hottest day, refreshingly cool. A creek of clear water abounds in fish, affording the pleasure of angling. It is also suitable for swimming and boating.

Rōkotan (Old Tiger Rapid) is so called because the gigantic rock projecting out into the sea westward looks like an old tigar roaring at the moon. On the grounds are two Japanese restaurants, the Kanran-kaku and the Shōgetsu, and a free resting place. The number of villas built in the neighborhood has greatly increased of late. Unlike Hoshiga-ura, which is rather expensive, Rōkotan is accessible to men of moderate means.

Hoshiga-ura (Star Beach).

Hoshiga-ura is on the seashore five miles southwest of Dairen and can be reached by tramcar (fare: 15 *sen* one way) or by automobile. On a very good road, exclusively for motorcars, the distance can be covered in about ten minutes. Fare: ¥4.50, one way.

Hotels. At Hoshiga-ura is the Yamato Hotel, which is under the management of the S. M. R. Co It is a fine, clean building and commands a picturesque view of the sea. Rates: American plan, ¥11 up: European plan, rooms ¥4 up; breakfast, ¥1.75; luncheon, ¥2.50; dinner, ¥3. For guests who stay for more than a week, a reduction is made, according to the length of time.

European style Cottages to Let. The rent for a month is ¥150 up. The charges for water supply, electric light, and telephone (in case one is installed in the house) are extra. Each cottage is provided with a bath room, a bed room, servants' quarters, and a kitchen. Cooking utensils are furnished at reasonable rates. Boats can be hired at one *yen* for an hour and five *yen* for a day. Fees for golf games for one person, 50 *sen* a day; ¥2.50 a week; ¥7.50 a month. The Hoshino-ya is a Japanese restaurant.

Hoshiga-ura is, with Rōkotan and Ōgon-dai at Ryojun (see P. 210), one of the best summer resorts and sea bathing places in Manchuria. The water, which is shallow to a great distance from shore, is clear and quiet, so that women and children can bathe in it with safety and comfort. Hoshiga-ura was formerly called *Hei-shih-chiao* and was a small fishing village facing the southern sea of the Chinchou Peninsula. It is sheltered on the northwest by gently sloping hills and on the south is bordered by a long stretch of beach. Because of these attractive features, the S. M. R. Co. bought in 1909 about

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90 acres on the shore, with the object of laying out a great recreation ground here. Pine trees, acacia, willow, peach, apricot and other trees were planted, hotel was established, villas for renting were built, pavillions and bathing houses were provided, and golf links, and tennis courts were laid out. In the course of the decade that has elapsed since then, the place has begun to justify these efforts, its natural beauty bein enhanced by human ingenuity. It is much visited at all seasons both by natives and foreigners, not a few coming from Shanghai, Harbin, and Peking.

Shōhei-tō (*Hsiao-ping-tao*) is an island lying about 5 miles southwest of Hoshiga-ura, and can be reached by skiff in about an hour and a half. It has about 700 households, with a population of 4,100. It contains a public hall and a police station.

From the middle of the Eighteenth century till about fifty years ago, it was the only port of importance connecting the Liaotung Peninsula with the Shantung region, but since Yingkou and Dairen were opened as ports, it has lost its former prosperity and now is a mere fishing village.

It rises about 300 feet above sea level. That part which faces the sea forms perpendicular cliff chiseled by Nature into deep caverns and steep fantastic points, presenting no end of unique rock formations. On the island are the ruins of an ancient Korean castle and an old Korean mound. The tourist will do well, during his stay at Hoshiga-ura, to pay a visit to this enchanting fairyland.

Ryōsui-ji Temple (*Ling-shui-ssu*) stands on the side of a mountain. It can be reached by going for about three miles up the Ling-shui-ho River, which flows near Luan-chia-tun, a village about one mile west of Hoshiga-ura. In the grounds of the temple, pine trees, cedars and pear trees grow, luxuriant. The whole mountain is cut up into fantastic shaped rocky cliffs, and many a rippling rivulet is heard murmuring down the jagged crags in the solitary glens.

This temple, founded during the *Tang* Dynasty, was reconstructed in the *Huan-lung* era (1736-1795). In the temple are images of *Amitabha* and *Niang-niang Ksitigarbha*, and nineteen other stone images. To reach the temple from Hoshiga-ura, it takes about one hour by carriage and about three hours on foot.

Liu-shu-tun lies on the opposite shore of the bay and is about six miles from Dairen. Steam launches ply between the two places three times every day This town contains a Japanese primary school, a police station, a gendarmerie station, regiment barracks and the headquarters of a brigade. Population, 2,000.

A branch line runs from Ta-fang-shen Station on the S. M. R. Main Line to Liu-shu-tun, but the operation of trains is suspended for the present, a hand car service instead being made use of to connect the two points.

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Route XVI. Ryojun 旅順 (Port Arthur).

Ryojun Branch Line.

The Ryojun Line branches out at Chou-shui-tzu (5.5 mls. from Dairen; see P. 219), on the S. M. R. Main Line, and runs to Ryojun—a distance of 31.6 miles. This line leaves the main line at a signal station, 2.8 miles north of Chou-shui-tzu. While under the management of the Chinese Eastern Railway Company it was a trunk line, the one that diverged at Nan-kuan-ling for Dairen being a branch line.

Train Service. Five local trains and one express train run between Dairen and Ryojun (37.1 mls.), the time required for the locals being one hour and a half, and for the express, one hour. Fares, first cl., ¥2.60; second cl., ¥1.65.

Hsia-chia-ho-tzu (13.1 mls. from Dairen). This is a fishing village situated at the mouth of the Hsia-chia River, which empties into the Bay of Chin-chou. Its beautiful stretch of sandy shore, its angling facilities, and its excellent bathing beach, attract hosts of visitors from Dairen.

Ying-cheng-tzu (19.6 mls.). About 2 miles southwest of this village are the ruins of an old castle which was erected during the *Kokoli* Period (100 B. C.—700 A. D.) The neighboring mountains furnish a kind of marble suitable for making seals. A good hunting ground for partridges is near here.

Hiyōchūtō Monument, Ryojun.

Lung-tou (30 mls.). After leaving this station and running south, the train approaches the center of the main theater of the tragic and heroic dramas enacted in connection with the siege of Port Arthur during the Russo-Japanese War (1904—5). From the heights adjacent to Wang-chia-tien and Tuan-shan-tzu, the Japanese heavy artillery fired 28-caliber guns on the enemy. The valley of Chang-chia-tun, south of the hills, was for half a year the seat of deadly strife and bloodshed.

The peak in the east, visible from the car window, is Ta-ku-shan, where the 11th Division of the Japanese Army bore the brunt of the battle. To the south of it, Tung-chi-kuan-shan, Pang-lung-shan, and other hills wind westward and connect with Erh-lung-shan, and Sung-shu-shan, another group of mountains, all together forming a natural defense on the eastern side of Port Arthur.

After running for some time along this range of mountains, skirting its base, the train turns to the left and takes a southerly course. A little to the northwest a small hamlet is noticeable. This is Shui-shih-ying, made world famous in connection with the end of the siege of Port Arthur. It was here that Generals *Nogi* and *Stoessel* met in conference to discuss the terms of capitulation. The peasant's dwelling where the conference took place was used for a time as the Shui-shih-ying Primary School, but it is now preserved as a relic of historical interest.

Ryojun (37.1 mls. from Dairen).

Arrival. The station (Pl. F 5) is at the western foot of Hakugyoku-san (Pai-yü-shan; Monument Hill) and half way between the New and the Old Town. At this station there is a telegraph office, a public telephone, stores, also a baggage and parcel room (5 *sen* a piece per day). Porters carry passengers hand baggage for 3 *sen* a piece.

The Japan Tourist Bureau has an office in the station, where information will be supplied to those who wish to visit the scenes of the battles. Not only are maps and guide books furnished for the benefit of the traveling public, but also guides for those who wish to hire them.

Automobile fare: ¥5 for an hour or less; ¥4 for each additional hour; ¥20 far half a day; ¥30 per day; ¥1.50 between the station and the Yamato Hotel; ¥2.50 between the station and Ogon-dai; ¥3.50 between the Yamato Hotel and Ogon-dai; ¥3.50 between the Yamato Hotel and 203-Meter Hill. Return trips can be arranged at a cost of 50 per cent more than for the single trip. In rainy weather or at any time after 10 P.M. an extra charge of 30 per cent is made and far each half hour's waiting the charge is ¥1 extra.

Carriages: ¥1.80 per hour; ¥4 per half day; about ¥6 per day; 80 *sen* from the station to the Yamato Hotel; ¥1.80 from the Yamato Hotel to Ogon-dai; ¥1.80 from the Yamato Hotel to 203-Meter Hill; ¥1.20 from the station to Ogon-dai. **Jinrikisha:** 30 *sen* per hour; ¥1 per half day; about ¥2 per day.

Hotels. ***Yamato Hotel*** (Pl. 3, D 6; New Town, about one mile and a half from the station); telegraphic address, "Yamato", Ryojun. This is under the management of the S. M. R. Co., and with 17 rooms, it affords fairly good accommodations. Rates: American plan, from ¥ 12 up per person; from ¥ 21 up for two persons: European plan, room with single bed, from ¥ up; room with double bed, from ¥ 6.50 up; breakfast, ¥ 1.75; luncheon. ¥ 2.50; dinner, ¥ 3. ***Branch of the Yamato Hotel,*** at Ogon-dai (Pl. H. 7). Rates: American plan, from ¥13 up.

Cottages for Rent at Ogon-dai. These are 19 cottages, operated by the Yamato Hotel, each consisting of from three to seven rooms. They are provided with bath rooms, servants' quarters, electric lights, and running water. The rent is from ¥ 315 to ¥ 735 for the season (June to August). ***Guides*** who speak English can be hired at ¥ 3 for half a day and at about ¥ 5 for a day

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Japanese Hotels. Hōrai-kan Hotel and Hinode Hotel (Pl. 10, G 6), both of which are in Old Town. Rates: "Japanese plan", from ¥ 3 to about ¥ 6.

Situation and Geographical Features. The port of Ryojun lies at the southern extremity of the Liaotung Peninsula. On three sides —east, north and west—it is surrounded by hills; on the south, it overlooks the bay, and is almost surrounded by the salient angle of Ōgon-zan (Huang-chin-shan) and by the promontory of Rōkobi (Lao-hu-wei), extending from west to northeast.

General Description. The station, on the eastern bank of the Lung-ho and near its mouth, divides the city of Ryojun into two sections, the eastern and the western. The former is called the New Town; the latter, the Old Town.

New Town extends along the whole north coast of the West Port. On the north it is sheltered by the mountains, Anshi-zan (An-tzu-shan) and Isu-zan (I-tsu-shan). Picturesquely situated, with high, dry land, and with a milder climate than that of Dairen and other places in the neighborhood, the town affords a fine residential location.

Having been designed on a grand scale, during the Russian régime in Manchuria, for sites for government offices as well as for residential quarters, the town boasts many broad streets lines with magnificent structures. The Civil Administration and Military Offices of the Kuantung Government General, and other offices, schools, museums, residences of officials and military officers, hotels, etc. are now located there. Most of them occupy the buildings first erected by the Russians and afterward reconstructed by the Japanese.

Old Town starts from the vicinity of the East Port, and extends northeast. It is irregularly laid out. It may be regarded as the business quarter, as all the offices and stores are in Old Town. There are about eighty streets in Old Town, of which Nogimachi and Tsuruga-machi are the busiest. The Chinese population dwell, for the most part, in a section near the northern extremity of the town.

The tract of land near the station on both banks of the Lung-ho River was, during the Russian régime, set apart as the industrial district. There are now in it brick kilns, a power station, iron works, and other factories. Population (New Town and Old Town together), 18,000, of which 9,000 are Japanese.

The Port of Ryojun is divided into the East and West Port. A very narrow channel—about 270 meters wide—connects the two ports with the open sea. On the eastern side of the entrance towers Ōgon-zan; on the western wind a chain of hills of the Rōkobi Promontory. Thus sheltered by promontories on both sides, and with a very narrow channel leading out into the open sea, the port makes an ideal natural haven. The Japanese Navy tried three times to block up this narrow Channel during the Russo-Japanese War.

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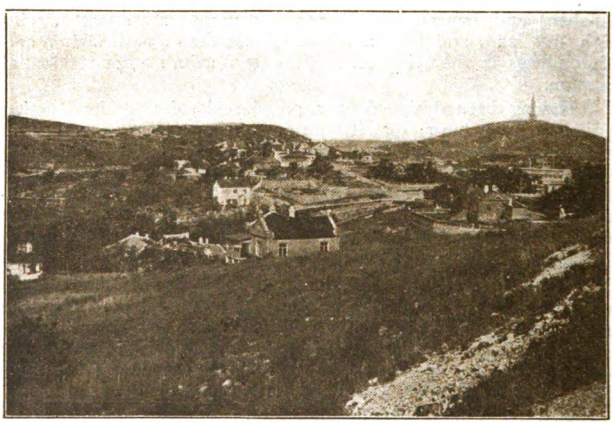
East Port is at the northern foot of Ōgon-zan. It was constructed when *Li-hung-chang* was Viceroy of the province. The greater part of it was artificially made, and while it is not very spacious, yet the great depth of the water and the well constructed wharf make it an excellent anchorage for large warships. On the northern side of the port is a dock capable of accommodating a 10,000-ton warship. The port is now under the jurisdiction of the Japanese Ryojun Naval Station, and contains a naval station, with its various offices, marine corps barracks, arsenal, etc.

West Port is separated from the open sea by the Rōkobi Promontory. It is about two miles from east to west and a little less than one mile from north to south. Its northern side, silted up by Lung-ho and other streams running into it, is not suitable for the mooring of ships; but its southern part with its deep water, makes good anchorage.



COTTAGES FOR RENT, ŌGONDAI, RYOJUN.

History. It was more than a thousand years ago that mention was first made of Ryojun-kō (*Lu-shun-kou*) in history. According to old records now extant, as early as the *Tang* Dynasty (620-907), messengers sent from *Tang* to the kingdom of *Po-hai* came to this place by sea, and availing themselves of a favorable wind, sailed up the Yalukiang and reached the capital of the kingdom, situated in what is now the Chi-an-hsien District.

Later, during the *Yuan* Dynasty (1280-1368) the port was called *Shih-tzu-kou* ("Lion's Mouth Port") because of the close resemblance of its entrance to the mouth of a lion. Not until the *Ming* Dynasty was it called *Lu-shun-kou* ("Travel-facilitating Port"), a name probably derived from the fact that it was a regular-port of call on the sea route. Since then it has served as a safe haven for ships sailing along these shores, and is a busy port. During the reign of the Chinese Emperor *Kang-hsi* (1662-1722), a naval station was established here to guard the neighboring seas. The station stood where Shui-shih-ying is now situated.

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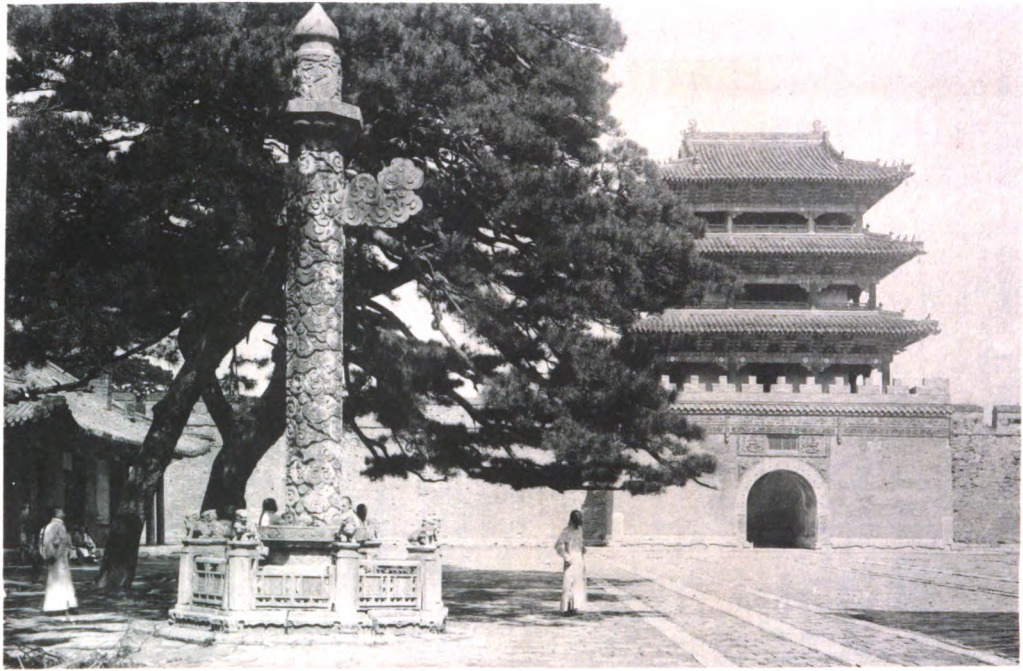

FRONT GATE OF 'PEILING' (MAUSOLEUM), MUKDEN.

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In 1857, when the British and French Combined Forces commenced hostilities against China, the Anglo-French Commanders made Ryojun-ko their naval base of operations, calling it Port Arthur, in honor of the then young prince Arthur now the Duke of Connaught. When peace was concluded, *Li-hung-chang* realized that this port, by its impregnable nature, was of strategic importance, and fortified it, as well as Wei-hai-wei, for the defense of Po-hai (Gulf of Pechili), making it the headquarters and base of the Fleet of the Northern Seas.

From this time on the port grew rapidly and in 1894 had a population of 20,000, with a most promising future as a commercial port, when the Sino-Japanese War broke out, frustrating, for the time being, its hopeful progress and prosperity for the future. The city was hard hit by the Japanese occupation. At the conclusion of peace Japan returned it to China.

Within two years of the termination of the war, however, Russia obtained from China a lease of the two ports of Ryojun and Dairen, as well as of the Kuantung Province. With the idea of making Ryojun-ko their base of operations in exploiting the Far East, the Russians spent an enormous sum of money in constructing fortifications, in dredging the harbor, and in improving the streets. Within a short time Ryojun developed into a thriving city, with a population, both military and civil, of 100,000, (of whom about 3,000 were European and American merchants). As the result of the Russo-Japanese War (1904-5), it again passed into Japanese hands and it is now in Japan's possession.

Public Buildings, etc. Kuantung Government General (Pl. 1, E 5; *Kaigan-dōri*, New Town); Civil Administration Office of Kuantung Government General (Pl. I, E 5; *Kaigan-do*, New Town); Military Office of the Kuantung Government General (Pl. 9, D 5; *Hatsune-chō*, New Town); Headquarters of Fortresses (Pl. H 5; *Shidai*, Old Town); Naval Station (Pl. 15, G 6); Marine Corps (Pl. 14, G 6); Naval Arsenal (Pl. H 6); Military Club (Pl. 22, G 5); Naval Club (Pl. 12, G 6); High Court of Justice and Local Court (Pl. H 4, *Ichinohe-cho*, Old Town); Post Office (Pl. 13, G 6; *Mikasa-chō*, Old Town); Prison (Pl. G 3, Old Town); Local Administration Office (Pl. H 5, *Gaku-dai*, Old Town); Municipality Office (Pl. 25, H 5; *Sabae-cho*, Old Town); Infantry Regiment (Pl. I 6, Old Town); Heavy Artillery Battalion (Pl. I 6, Old Town); Gendarmerie Headquarters (Pl. 6, D 5; *Kirishima-chō*, New Town); Kuantung Government General Hospital (Pl. H 5, *Samejima-cho*, Old Town); Military Hospital (Pl. G 5, *Nogi-machi*, Old Town); Military Prison (Pl. 26, H 5; *Shidai*, Old Town); Red Cross Hospital (Old Town); Chinese Maritime Custom House, Branch, (Pl. 10, G 6; *Itsukushima-machi*, Old Town); Power Station (Pl. 21, 3, *Ōshima-chō*, Old Town); Water Works & Electric Office (Pl. F. G 5; *Nogi-machi*, Old Town); Meteorological Observatory (Pl. E 5, New Town); Isolation Hospital (Pl. F 4, *Momosono-chō*, New Town); Museum (Pl. 8, D 5; New Town); War Memorial Museum (Pl. I 6, *Ōsaka-machi*, Old Town).

Schools. Technical College (Pl. C 6; New Town); Middle School (Pl. D 6; New Town); Girls' High School (Pl. 4, D 5; New Town); Tōyō Kyōkai Language School (Pl. 17, G 5; *Nogi-machi*, Old Town); Ryojun Special School (for Chinese Students; New Town); Primary School (for Chinese children; Pl. H 4, Old Town); First Higher Primary School (Pl. H 4, Old Town); Second Higher Primary School (Pl. D 5; New Town); Kindergarten (Pl. 11, G 6; Old Town).

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Banks and Companies. Bank of Chōsen, Agency (Pl. 19, G 5; *Aoba-chō*, Old Town); Seiryū Bank, Branch (Pl. 18, G 5; *Sabae chō*, Old Town); Sales Department of the S. M. R. Co., Agency (Pl. F 6, Old Town); Paizis Co., Branch (dealers in tobacco; *Nogi-machi*, Old Town); Eastern Aquatic Products Co. (*Asahi-chō*, Old Town), Ryojun Iron-works (*Nogi-machi*, Old Town); Yasunaga Shōten (dealers in provisions; *Tsuruga-chō*, Old Town); Ryojun Paint Factory (*Kotohira-chō*, Old Town), etc.

N. B. As Ryojun and vicinity are in the fortified zone, tourists are forbidden to take photographs or to draw pictures of the surrounding country, without permission of the government authorities.

The Battlefields near Ryojun.

Ryojun and its neighborhood are associated with the two great wars, the Sino-Japanese and the Russo-Japanese. There is hardly a spot near Ryojun either on land or sea, that does not bear reminders of the dreadful tragedies of these wars. More than all, the campaign, lasting for half a year, waged by the Japanese army against the forts during the Russo-Japanese War, made a new record in the military history of the world by the fury of onslaughts and the tremendous sacrifices involved in the operations—the fights with "human bullets."

A detailed description of all the historical sites would require a voluminous work, beyond the scope of this guide book. Moreover, as the forts on the sea coast and at the entrance of the port are not accessible to the general public, being in the fortified zone, only a brief sketch of each will be given of those which are open to public inspection, in the order in which they can be most conveniently visited. But, before beginning the description of the points of interest, an epitome of the siege of 1904 will be given, a condensation of which will be of use and interest to visitors to Ryojun.

History of The Siege. On the night of February 8, 1904, the Japanese fleet, under the command of the now world famous Admiral Tōgō, attacked the Russian warships sheltered in the Port of Ryojun, inflicting great damage on them. This was practically the beginning of hostilities between Japan and Russia. After a number of engagements between the Japanese and the Russian fleets, many of the Russian ships were either sunk or disabled and the remainder had to seek shelter in the recesses of the harbor. The Japanese navy made several attempts to block up the entrance of the port, with a demoralizing effect on the enemy.

In the meantime, the Japanese land forces began their hostile operations against the Russians, on May 26, capturing Nan-shan Hill, a positon of strategic importance at the neck of the Chinchou Peninsula, with the result that means of communication between the Russian troops at the Port of Ryojun and their main forces in Manchuria were cut off. The Russians, thus isolated, were compelled to retire farther and farther to the southwest, being unable to resist the

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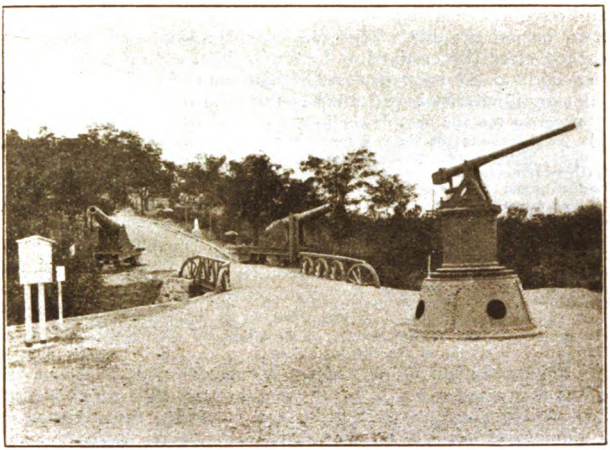

WAR MEMORIAL MUSEUM, RYOJUN.

Japanese, who had closed about them, forming an extensive line across the peninsula from the north to the south coast.

The retreating Russians found their situation growing more and more serious, and taking advantage of the natural protection of the hills and mountains in these districts, they made all possible resistance against the Japanese, but were finally obliged to fall back on the main defense line of the Port of Ryojun. This was about the middle of August, 1904. When ready for the siege on the forts, General Nogi, who was at the head of the attacking army, conveyed to the Russian commander the Imperial Message offering safety to the non-combatants and demanding the surrender of the fortress. This proposal being refused, the Japanese commander ordered the first general assault to be made on the forts. It was commenced on August 19, and lasted until the 24th of August. Three others followed the first general attack.

The scenes enacted during these operations are too dreadful to describe. The loss of life on both sides was tremendous. The casualties were, however, very much heavier on the part of the Japanese as they had to attack an almost impregnable fortress, strengthened with all possible defense works and guarded by the gallant Russians, grown desperate. Yet such was force and fury of the Japanese attacks, that the Russians, in spite of their advantages for defense, were obliged, on January 2, 1905, to capitulate—within four and a half months of the beginning of the first general assault on August 19th.

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Suggestions for Itineraries. The scenes of the battles near Ryojun lie scattered here and there on the top of the range of mountains rising behind the city. They can be conveniently and comfortably reached either by carriage or by automobile, as broad roads have been built to the summits. As Ryojun is not far from Dairen, the following itineraries have Dairen as their starting point.

Program for one day. Take the first morning train at Dairen for Ryojun, visit the Hyōchū-tō (Soldiers' Monument) at Hakugyoku-san (Pai-yu-shan), War Memorial Museum, Fort at Higashikei-kan-zan (Tung-chi-kuan-shan), North Fort at Higashi-keikan-zan, Forts at Niryū-zan (Erh-lung-shan) and Shōju-zan (Sung shu-shan), and take luncheon at the Yamato Hotel. The tourist in following this program, will be pressed for time, and must make haste. In the afternoon, visit 203-Meter Hill and Museum. Return to Dairen by one of the evening trains.

Program for two days. *First day.* Take the first morning train out of Dairen for Ryojun and go to the Yamato Hotel. Visit the New Town and Museum; then back to the hotel for luncheon. In the afternoon, visit Hakugyoku-san, Old Town, War Memorial Museum, and Ogon-dai. Put up at the Yamato Hotel. *Second day.* In the morning visit the Fort at Higashi-keikan-zan, North Fort at Higashi-keikan-zan, Bodai (Wang-tai), Niryū-zan, and Shōju-zan; take luncheon at the Yamato Hotel. In the afternoon, visit 203-Meter Hill and back to Dairen by one of the evening trains.

Hakugyoku-san (*Pai-yü-shan:* Monument Hill). From the station it is about one mile to the summit of this hill, which is more than 400 feet above the level of the sea. Forming the pivotal point of the defense works of Ryojun, it overlooks on the south the water passage at the entrance of the harbor, and still farther to the north, the Ryojun highway. Its summit consists of two knolls, the Northern and the Southern each of which can be reached by carriage.

Hyōchū-tō (Soldiers' Monument Pl. G 5). This monument stands on the southern knoll of Hakugyoku-san. With a height of 218 feet, it soars high into the sky. It was erected in memory of the Japanese officers and men who fell in the siege of 1904, so that the remembrance of their noble deeds and great sacrifices may live for ever in the hearts of the people. It owes its creation to Admiral Tōgō and General Nogi.

Work on it commenced in June, 1907, and was completed in October, 1909. It is a great memorial tower, costing, it is said, more than 300,000 *yen*. Inside the tower is a spiral staircase of 243 steps, made of steel by which the top can be reached. Those who wish to go up must apply, through the manager of the Yamato Hotel, or the Station Master of Ryojun, or the Monument Office located at the summit, for a permit, which will be granted free of charge.

Charnel Shrine (Pl. F 5) is on the northern knoll. It was erected in March, 1908, and is dedicated to the souls of the Japanese naval and army officers and men, numbering more than 20,000, who participated in the siege of the fort and died glorious deaths. Their ashes are buried here. A memorial service is held at the shrine twice each year, in May, and in November.

War Memorial Museum (Pl. I 6) is open from 8 a. m. till 5 p. m. daily, except on Mondays and the days which follow the National

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Holidays. Admission fee: 5 *sen;* soldiers, school children, and students, 2 *sen* each.

The museum stands a little to the east of the Old Town, more than a mile from the station, and can be conveniently visited on the way from Hakugyoku-san to Higashi-keikan-zan. Here the traveler will see an excellent collection of mementoes of the Russo-Japanese War. The railings of the little bridge in front of the main gate are made of the wheels of Russian guncarriages. The wire gun on the left of the entrance was captured by the Japanese. This gun, which was manufactured, it is said, by order of Napoleon I, is now so rare that others like it cannot be found even in the museums of France.

There are seven showrooms in the museum. In the first room are exhibited soldiers' and sailors' caps, boots, uniforms, kitchen articles, specimens of food, etc. In the second room are displayed weapons, military implements of all kinds, such as swords, bayonets, rifles, hand grenades, sapping tools, shells of every possible size and shape, torpedoes, etc. In the third room are seen a variety of surgical instruments and appliances of the field hospital corps, as well as general hospital equipment. The fourth room contains a very interesting model of the North Fort at Keikan-zan; the fifth room, one of the Fort at Niryū-zan; these models give a good idea of the originals they represent. The sixth and the seventh rooms show, among other things, photographs and portraits of distinguished Japanese and Russian generals, as well as the Imperial Diplomas of Merit conferred upon the Army Headquarters.

The museum building was used by the Russians as an officers' club house during their occupation of the place. The two shot holes—one in the entrance and the other in the hall—to which the visitor's attention is drawn, tell their own tale.

Attached to each exhibit is a card with a brief explanation written both in Japanese and in English. Memorial picture cards and small souvenir trinkets made of the copper of trophies and of the stone of 203-Meter Hill can be purchased at the ticket office.

Fort Higashi-keikan-zan (*Tung-chi-kuan-shan*, Pl. J 2) is on the top of a hill about four miles northeast of the station, and can be reached by following the road which leads through the central part of the Old Town to the outskirts of the city. It is one of the principal forts forming the right flank of the defense works behind Ryojun, and is between the North and the South Fort at Higashi keikan-zan.

During the War, the 11th Division of the Japanese Army attacked this fort and met with indescribable difficulties. As stated, on August 19, 1904, the first general assault was begun. On August 21, the Japanese succeeded in destroying the electrified wire entanglements, and at early dawn on the following morning they rushed into the fort under cover of the mist, and tried to carry it by storm. They succeeded in occupying it for a short time, but had to give it up, being unable to

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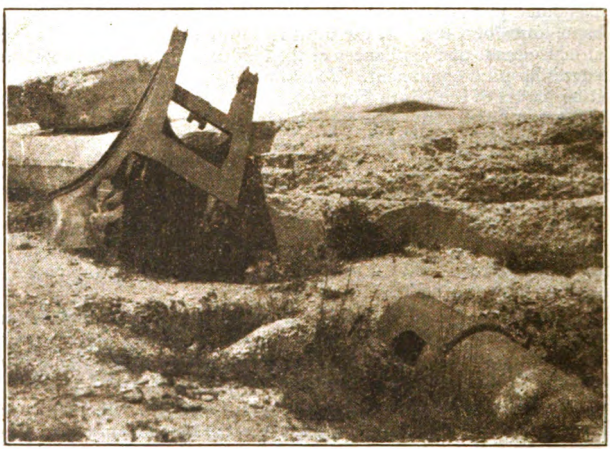
resist the counter attack of a numerically superior force. Subjected to the heavy cross fire brought to bear upon them from the neighboring forts, the division was all but annihilated and had to relinquish the hard won ground

This was followed by the second and the third general attack, in each of which the fighting was desperate beyond words, the shelter trenches on the hillside changing hands a number of times, attended by a terrible loss of life on both sides. The year came to an end with no great change in the situation.

In the early hours of January, 2, 1905, on the day following the Japanese occupation of Bōdai, the Russian garrison blew up the fort of their own accord and retreated, surrendering it to the Japanese. The height named Kobu-yama, which is between this fort and the North Fort, then became an objective keenly contested for by the two forces during the third general attack (October 26—31).



HIGASHI-KEIKAN-ZAN FORT, RYOJUN.

North Fort at Higashi-keikan-zan (Pl. I 2) is a short distance north of the main fort at Higashi-keikan-zan. This fort was also attacked by the 11th Division of the Japanese Army. The first general attack began on August 21, 1904, followed by the second and the third, during each of which the fighting was most severe, the Russians defending the fort bravely, determined not to yield. After that, both sides entered upon trench warfare, and began to dig mines. They carried on the well known subterranean fighting and it was during this period that the ends of the mines dug by each side almost met.

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At last, on December 18, 1904, the Japanese troops succeeded in getting under the fort, and, with a mine, destroyed its northeastern corner. As soon as a breach was made, they captured the fort with a rush. It was here, during one of the most savage fights (on December 15, 1904) that the redoubtable Russian General Kondrachenko met with an heroic death.

East of the fort are two heights, Ta-ku-shan and Hsia-ku-shan, both of which were the advance position of the Russians when defeated by the 11th Division of the Japanese Army.

Bōdai (*Wang-tai:* Eagles' Nest Hill., Pl. I 2) is west of the North Fort at Higashi-keikan-zan. It is the highest point in the northeastern system of defense works, being 184 meters above sea level, and it was considered to be of as great strategic importance as 203-Meter Hill on the western line. The two ponderous pieces of marine artillery, which the Russians used, causing no small loss to the Japanese army, are still on the summit, austerely recalling the havoc they wrought in that now memorable year.

This place was also the objective of an attack by the 11th Division, which began its assault on August 24, 1904. As it was the key to the whole situation, the Russians defended it with desperate courage and iron tenacity. Not until January 1, 1905, the day preceding the capitulation of the whole fortress, were the Japanese troops able to capture it. In the front, Bōdai faces the Ichinohe Fort; in the rear, it commands the city of Ryojun and the Tower Monument on Hakugyoku-san.

Fort Niryū-zan (*Erh-lung-shan;* Two Dragons' Hill, Pl. G 1) is about 2.5 miles north of the station and west of Bōdai. It is near the center of the defensive positions behind the port and is the largest of all the permanent forts.

On October 16, 1904, the 9th Division of the Japanese Army commenced to attack it and after hard fighting, succeeded, after many attempts, in carrying the outer moat. But finding that a frontal assault involved a greater loss of life than would be warranted by the result, they discontinued their advance and on November 2, began to dig three drifts to undermine the fort. On the completion of the mines, 25 days later, they blew up the fort, and amidst the flying debris and under the dense clouds of smoke, rushed in through the breach and captured it on December 8. But the explosion was disastrous to the besieging troops as well as to the garrison; for more than half of the picked men of the former were buried alive in the debris. The Russians, on their part, fought with fearless bravery, and such was the fury of the combat, that out of the 500 officers and men who had defended the fort, only six survived. The occupation by the Japanese of the Niryū-zan Fort served to hasten the capitulation of the fortress of Ryojun.

Supplementary Fort Shōju-zan (*Sung-shu-shan;* Pl. G 2) is about 2 miles northwest of the station. This is associated with the

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" white-sashed " forlorn hope which attempted to carry it with a rush in the fourth general attack (no tangible success having resulted from the three previous attacks), so on the evening of November 26, 1904, a storming party, 3,800 strong, led by Major General Nakamura, each soldier wearing a white sash across his shoulders, marched through a chasm in full view of the Fort at Shōju-zan on the right, and advanced into the very jaws of death. When they came close enough to the Supplementary Fort, they made a rush for it. The garrison took up the challenge and defended it with great valor. The Major General himself was wounded, and as many as 1,500 casualties were reported among the troops—but, nothing daunted, they maintained, with great daring, a hand-to-hand fight under the very nose of the fort until 2½ a.m. the following morning (the 27th).

The hillside where this battle took place is now covered with stunted pine trees, growing thick and luxuriant, and bears no suggestion of the fearful scene of bloodshed enacted there.

Fort Shōju-zan (Pl. G 2) is a short distance northwest of the Supplementary Fort. It was here that the 1st Division suffered most. On October 8, 1904, they began their assault on this fort, and fought furiously day and night, with little success, resorting finally to the regular siege method of mines and subterranean explosions, until, on December 31, after the fort at Niryū-zan had fallen, they succeeded in occupying this fort.

The casualties sustained by the Japanese during this operation numbered more than 2,000, while 180,000 gabions were employed and 3,800 kilograms of powder consumed—a fact which bears eloquent witness to the character of the fighting.

Nihyakusan-kōchi (203-Meter Hill; Pl. A 3) is about 4 miles west of the station. From the summit of the hill a panoramic view can be obtained of the whole of the New Town and West Port, as well as of part of the Old Town and East Port. Of all the principal defensive positions of Ryojun, this was the highest, and occupied a point strategically of vital importance.

It is here that the 1st Division and the 1st Brigade (of the Second Reserve) fought hard for eighty days, from September 19 till November 29, 1904. They were reinforced by the 7th Division on November 29. After fierce fighting for ten days, they succeeded in capturing the fort. Prior to its occupation, the Japanese army, firmly resolving to carry the fort or to die to the last man, fought heroically against the garrison, who on their part offered the most stubborn resistance. The fort changed hands as many as five times, the loss of life on both sides being tremendous and terrible: the scenes of slaughter in the attack are too dreadful to describe. At the sixth assault, made on December 6, 1904, the Japanese captured the fort and this time definitely secured possession. Soon after this, the Japanese army established an observatory here, which enabled

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them to watch the movements of the Russian warships bottled in the harbor, ready to strike them at every opportunity.

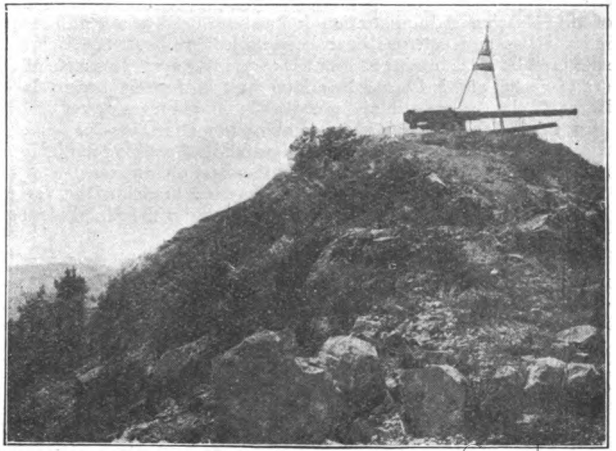
The capture of this small hill cost the Japanese the loss of 10, 000 in killed and wounded, while on the Russian side the dead alone is said to have reached 6,000. On the summit stands a great monument dedicated to 203-Meter Hill ("Nirei-san"), and also a small one, with a Chinese poem written by the late General Nogi, engraved on it. The poem, freely translated into English, is as follows:—

O "Mount of Souls," no longer thou'rt the same!
This on thy brow be writ in living light:
"To men of daring will I owe my name,
Who, true to faith unshaken, fell in fight."

Other Forts. Besides the forts already mentioned, there are others, such as Yoshinaga Fort, Banryū-zan Fort (Pl. H 1), Akasaka-yama Fort, Namako-yama Fort, Takasaki-yama Fort, Isu-zan Fort (Pl. D 3), Dai-anshi-zan Fort (Pl. C 4), Shō-anshi-zan Fort (Pl. D 3), Hakugin-zan Fort (Pl. J 5), etc. Of these the forts at Isu-zan and at Anshi-zan, which have been preserved in their original state, will give the visitor a good idea of all the fortifications.

Along the seashore are the forts of Rōritsu-shi (Pl. K 6), Ōgon-zan, (Pl. H 7), Rōkobi (Pl. F 6), and Rōtetsu-san, but being in the strategic zone, the general public are not admitted.

Museum (Admission, free; open daily except on Mondays and the days following the National Holidays.) This museum is under the management of the Kuantung Government General. It consists of three buildings: the Main Hall (Pl. 8, D 5), the Archeological Hall (Pl. 5, D 5), and the Library. They are all in the central part of the New Town.



Bōdai Hill, Ryojun.

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The Main Hall occupies the building originally erected as an officers' assembly hall during the Russian régime in Manchuria. The building, which came into Japanese possession in an unfinished state, has been reconstructed at a cost of 270,000 *yen*. Different kinds of stone brought over from Japan was used as the building material for its main parts.

The exhibits are chiefly those associated with Manchuria and Mongolia, together with those from Japan for reference and comparison. The minerals number 500; the animals, 1,400; the plants, 1,000; the articles of archeological interest, 1,800; the objects of historical and geographical value, 700. Besides, there are shown many exhibits owned by the S. M. R. Co. and by Count Ōtani. Above all, the mummies exhibited in the ***Archeological Hall*** are great curiosities, dating back to ancient Mongolia. The ***Library*** contains 21,000 volumes and is divided into two departments, popular and special.

Parks. ***Kōraku-en*** (Pl. E 6) is at Kaigan-dōri, New Town. Though on a small scale, it is an attractive place in summer as it contains a large number of acacias growing luxuriantly—affording charming shade and shelter. In one corner stands a concert hall, where during the summer the military band gives concerts twice each week. ***Shin-kōen*** (Pl. E 5) lies at the southern foot of Hakugyoku-san. It was recently established by the residents of Ryojun. Its equipment is not yet complete, but time will add to its attractiveness as a great many cherry and peach trees have been planted in the park.

Sea-bathing Beach at Ōgon-dai (Pl. I 7) is about one mile south-east of the station at the southern foot of Ōgon-zan. Since the days of the Russian Administration it has been used as a health resort, many villas and cottages have been built there. At the back it is sheltered by a mountain; in front it overlooks a vast expanse of the sea of Po-hai and is fringed by a long stretch of sandy beach, laved by water clear as crystal, and a cool refreshing breeze never fails to blow toward the land: all these combine to make Ōgon-dai desirable summer resort, attracting many foreign families residing at Shanghai and Peking, who come here to avoid the heat of summer.

For the benefit of health seekers there is a branch of the Yamato Hotel here and also a number of cottages under the Hotel management, for rent (see P. 198).

Russian Soldiers' Monument (Pl. E 3) stands about 1.5 miles northwest of the station, at the eastern foot of Shō-anshi-zan. It was erected by the Japanese to the memory of the Russian Officers and men who fell in the defense of the fortress of Ryojun. In June, 1908, the ceremony of unveiling the monument was performed with much solemnity in the presence of General Nogi and the Russian General Gerngross.

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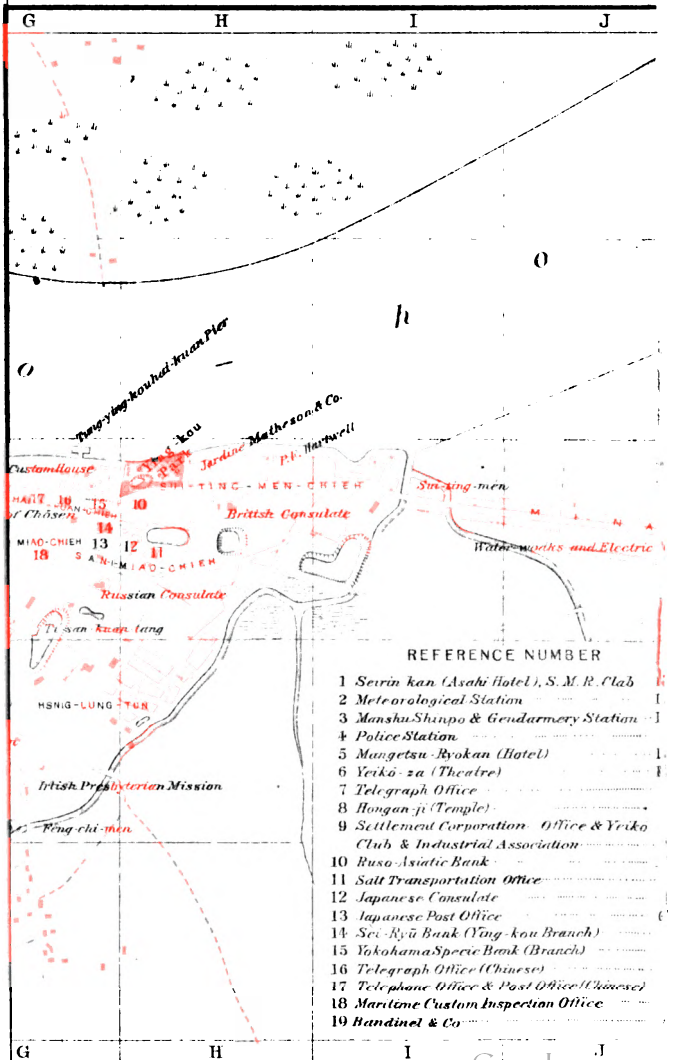

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YING-KOU

(NEWCHWANG)

Scale 1:20,000

Japanese Ri

0 1/8 1/4

Chinese Li

0 1/2 1 2

English Mile

0 1/4 1/2

Kilometer

0 1/2 1

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Route XVII. Yingkou 營口 (Newchwang).

Arrival. There are two stations, Yingkou Station (S. M. R. Co.) and Ho-pei Station (Peking-Mukden Line). Yingkou has rail connection with Dairen, Tientsin, and Peking: and steamer connection with Kōbe and Shanghai by the Nippon Yusen Kaisha and other steamship companies. (See General Introduction).

S. M. R. Yingkou Station (Pl. L 2) is on the left bank of the river Liao-ho, at the eastern end of the New Town. At this station there is a telegraph office, a public telephone, and stores. It is the end of the line (13.9 mls.) which branches off at Ta-shih-chiao Station (see P. 227). Between these two stations trains run six times daily. Besides these, there is one daily through train between Yingkou and Kai-yuan and one also between Yingkou and Changchun. Fare between Yingkou and Ta-shih-chiao: first cl., 95 *sen*; second cl., 65 *sen*.

Jinrikisha fare from the station: to the New Town, 15 to 20 *cents;* to Tung-ying-kou or to Niu-chia-tun, 20 to 25 *cents;* to any part of Hsi-ying-kou, 25 to 40 *cents;* 25 *cents* per hour; $1 per half day; $1.50 per day. **Carriage** fare: 35 *cents* per hour; $1.50 per half day; $2.50 per day.

N. B. As Chinese currency is the medium of trade with the Chinese, travelers should provide themselves with Chinese money.

Ho-pei Station (Pl. A 5) is on the right bank of the Liao-ho opposite Hsi-ying-kou (the western half of the city of Yingkou). This is the Yingkou Station, on a branch of the Peking-Mukden Line, the arrival station for passengers coming from the Peking and Tientsin region. This line connects Yingkou and Kou-pang-tzu on the Peking-Mukden Line, a distance of 56.6 miles. There are two daily trains each of which makes connection with the principal trains on the Main Line. Fare: first cl., $3.40; second cl., $2.15.

Ferry Steamer Service. With the view of facilitating the connection between the Yingkou Branch of the S. M. R. and that of the Peking-Mukden Line, a daily ferry boat service is provided. The steamers ply on the river Liao-ho between the pier at Tung-hai-kuan, which is about midway of the town's river frontage, and the pier opposite Ho-pei Station. The trip takes about 25 minutes. Fare: first cl., 10 *cents;* second cl., 5 *cents*.

Hotels. ***Astor House*** or Te-lai-fan-tien (*Hsi-pei-chieh, Old Town*) is the only European style hotel here. Rates: American plan, $7 up; European plan, rooms $4 up.

Japanese Hotels: Seirin-kan (Pl. 1, L 1; *Asahigai, New Town);* Mangetsu-ryokan (Pl. 5, L 3; *Hanazono-gai, New Town*). Rates: 'Japanese plan,' ¥3 to ¥7.

Chinese Hotels: Yu-chang-chan (*Yuan-shen-miao-chieh, Old Town);* Feng-shun-chan (*do.);* Yu-feng-chan (*Yung-shih-chieh, Old Town);* Tung-mao-chan (*Nan-yung-chieh, Old Town*). Rates: first cl., about $3.

Yingkou City & Liao-ho River.

Restaurants. European dishes can be obtained at the Astor House Hotel; Japanese, at Musashino (*Aoyagi-gai, New Town*); Chinese, at Huai-hai-lou, Fu-hai-lou, and Ta-kuan-lou (all at *Ta-ping-kang-li, Old Town*).

General Description. Yingkou, or Newchwang, as it is sometimes called, lies in 40° 40′ 38″ N. lat. and 122° 15′ 30″ E. long., on the left bank of the Liao-ho, about 14 miles above its mouth. It extends for 3 miles from east to west, along the D-shaped bank of the river, the water front of which is a perpendicular cliff. The river is from 2,000 to 3,000 feet wide.

Prior to the development of Dairen, Yingkou enjoyed great prosperity as a point for handling commodities transported down the Liao-ho from the interior of Manchuria and Mongolia. But the opening of the S. M. Railway and the expansion of the port of Dairen deprived Yingkou of much of its former business activity. The city of Yingkou is divided into two sections, the New Town (Japanese) and the Old Town (Chinese).

New Town is a Japanese town established by the Japanese Military Administrators, in 1905. Keeping pace with the development of the S. M. R. Co's enterprises, it attained its present flourishing condition. On the west, it is separated by the Sui-ting-chiao Bridge from the Old Town; on the east, it adjoins Niu-chia-tun. Its streets start from Kita-hongai and Minami-hongai, which run east to west, and are laid out on the block system, with well built roads. In the center of the northern section is the S. M. R. Yingkou Station.

Nearly all the government offices, schools, stores, and hospitals, operated by Japanese, are in the New Town. The administration of the town is in charge of the Settlement Corporation. The Japanese population, which at one time numbered 10,000, has, with the development of Dairen, gradually decreased, numbering only 2,500 at present.

Old Town is not surrounded by the characteristic walls of a regular Chinese town; but bordered, as it is, on the north by the mighty river Liao-ho and by moats on the west and south, the town is well provided with a strong defense. There are nine gates on its southern side. The town, which has been left to itself to expand as best it could since it came into existence, is very irregular in its formation, and its roads, with the exception of a few paved ones, are in an extremely bad condition. In the center is the well-known temple, Lao-yeh-ko, which makes a natural line of demarkation between the two districts, Hsi-ying-kou (West Yingkou) and Tung-ying-kou (East Yingkou).

East Yingkou may be regarded as the business quarter. Of its streets, the one leading from Sui-ting-men-chieh, (which runs to Minami-hongai, New Town) to the street east of the Lao-yeh-ko Temple, is the busiest, with many stores of different kinds on it, most of them drawing attention by their glittering gilded sign boards. All

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the principal banks and companies are in its vicinity. The roads are paved with stones, but their uneven surface makes the passage of horses and vehicles somewhat difficult. This, however, does not prevent the street traffic from being heavy. Most of the Chinese government offices are in Hsi-ying-kou. At the southern end of Lao-yeh-ko-nan-chieh is Ping-kang-li, a gay quarter. The population of Yingkou is 53,000. In the neighborhood of Sui-ting-men-chieh, near the New Town, is the foreign concession, where the consulates, maritime custom house, etc. are located,

Niu-chia-tun covers a tract of land lying northeast of the New Town along the curved bank of the Liao-ho. The Chinese Eastern Railway Company established a station here, probably because they whished to avoid coming too close to the city of Yingkou. The S. M. R. Co. made use of this station for about four years after it took over the management of the line; but as great inconvenience was experienced due to the distance between the station and the city being more than two miles, the station was removed, in 1909, to its present site at Yingkou. The Kodera Yufang is still at Niu-chia-tun Between Niu-chia-tun and the New Town there is a light railway, by which goods are transported.

History. Yingkou lies on the lower course of the Liao-ho, on a plain formed by alluvial deposits. About 100 years ago it was inhabited by fishermen, and was called *Wo-peng*, or *Ying-tzu*. Its geographical advantages gradually induced the settlement of other classes of people, and the community grew rapidly in population and prosperity.

In 1858, the British and Chinese governments concluded the Tientsin Treaty, in accordance with which Newchwang (a city about 30 mls. above Yingkou) was to be thrown open to foreign commerce. The British authorities, however, had the foresight to discern the superiority of Yingkou over Newchwang in the advantage of water transportation, and established a consulate there giving the town the name of Newchwang and making it a treaty port.

In 1860, this change in the treaty, was acquiesced in by the Chinese Government, which established the Chen-hai-ying (a naval station) here, calling the place Ying-tzu-kou (the name "Ying-kou" is an abbreviation of it). In those days Yingkou was a damp, untidy, wretched port, not infrequently harassed by gangs of outlaws and desperadoes. The establishment, however, of a custom house a few years afterwards, followed by the removal hither of the Shan-hai-kuan Tao-tai-ya-men (Governor's office), led to the restoration of order. It has since then been growing more and more rapidly until it is now in a flourishing condition.

Post, Telegraph, & Telephone. Japanese Post Office (Pl. 13, G 3; *Yuan-shen-miao-chieh, Old Town*), Japanese Telegraph Office (Pl. 7, K 3; *Minami-hongai, New Town);* Chinese General Post Office (Pl. D 2, *Tung-ta-chieh, O. T.);* Eastern Branch of Chinese Post Office (Pl. 17, G 3; *Yuan-shen-miao-chieh, O. T.);* Chinese Telegraph Office (Pl. 16, G 3; *Tung-hai-kuan-chieh, O. T.);* Telephone Office (*Yuan-shen-miao-chieh, O. T.*), under the operation of the Yingkou Waterworks and Electric Company, a Sino-Japanese undertaking which draws its subscribers from the whole city of Yingkou.

Consulates. British Consulate (Pl. H 3, *Sui-ting-men-chieh, O. T.);* Japanese Consulate (Pl. 12, H 3; *Yuan-shen-miao-chieh, O.*

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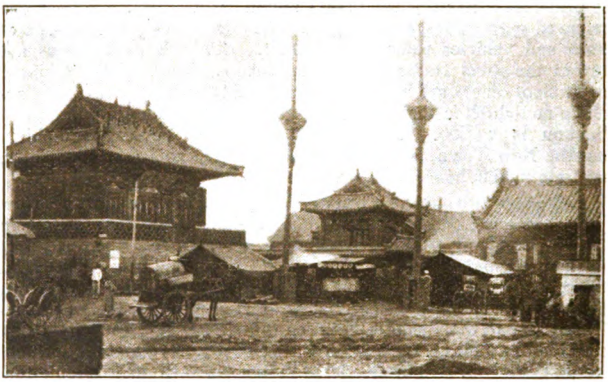

TIEN-HOU-KUNG, YINGKOU.

T.); Russian Consulate (Pl. G. 3, *Feng-chi-men-chieh, O. T.);* Dutch, Swedish, and Danish Honorary Consulates.

Government Offices, etc. ***Chinese;*** Prefectural Office, or Liao-shen Tao-tai-yamen (Pl. B 3; *Tao-tai-chieh);* Yingkou-hsien District Office (Pl. B 3, *Tao-tai-chieh O. T.);* Law Court (Pl. C 4, *Yang-wu-men-chieh, O. T.);* Police Office (Pl. D 2, *Tung-ta-chieh*); Salt Transportation Office (Pl. 11, H 3; *San-i-miao-chieh);* Prison (*Yang-wu-men-chieh);* Coast Defense Training Station (Pl. C 4, *Yang-wu-men-chieh);* Hsi-hai-kuan, or West Custom House (Pl. B 1; behind *Hsi-ta-miao);* Tung-hai-kuan, or East Custom House (Pl. G 3, *Hai-kuan-chieh);* Maritime Custom Inspection Office (Pl. 18, G 3, *San-i-miao-chieh);* Fengtien District Inspectorate of Salt Revenue (*Chen-chia-hua-yuan-chieh);* Yingkou Fishery Bureau (Pl. B 2, *Tao-tai-chieh*) Chamber of Commerce (Pl. C 2, *Nan-erh-tao-chieh);* Primary School (*Shuang-miao-tsu);* all in the Old Town.

Japanese; Yingkou Police Office (Pl. 4, L 2; *Minami-hongai, N. T.);* Settlement Corporation Office (Pl. 9, K 3; *Hōrai-gai, N. T.);* Meteorological Observatory (Pl. 2, L 3; *Aoyagi-gai, N. T.);* Garrison (*New Town*); S. M. R. Co's Yingkou Hospital (Pl. K 3, *Hōrai-gai, N. T.);* S. M R. Co's City Office (*Hsi-erh-tao-chieh, O. T.);* Manshū Shimpo Office (newspaper; Pl. 3, L 2; *Minami-hongai, N. T.);* Yingkou Commercial Association (Pl. 9, K 3); Industrial School (*Sui-ting-men-chieh, O. T.);* Higher Primary School (Pl. L 3, *Aoyagi-gai, N. T.*).

Banks. Yokohama Specie Bank, Branch (Pl. 15, G 3; *Tung-hai-kuan-chieh);* Bank of Chōsen, Branch (Pl. G 3; *Yuan-shen-miao-chieh);* Seiryū Bank, Branch (Pl. 14, G 3; *Yuan-shen-miao-*

chieh): Russo-Asiatic Bank (Pl. 10, H 3; *Yuan-shen-miao-chieh)*; Chung-kuo-yin-hang, or Bank of China (Pl. F 3; *Hsi-pei-chieh)*; Chao-tung-yin-hang, or Bank of Communications (Pl. D 2; *Tung-ta-chieh)*; Fengtien Province Commercial Bank, Branch (*Tung-ta-chieh)*; Hei-lung-kiang Kuan-yin-hao Bank (Pl. D 2; *Tung-ta-chieh)*; all in the Old Town.

Companies, Stores, etc. ***Japanese:*** Mitsui Bussan Kaisha, Branch (Pl. E 2, *Chung-sheng-chieh, O. T.)*; Yingkou Waterworks and Electric Company (Pl. J 3, *N. T.)*; Japan Raw Cotton Company, Agency (Pl. C 2, *Lao-yeh-ko-chieh, O. T.)*; Tōa Tobacoo Company's Factory (Pl. L 3, *Aoyagi-gai, N. T.)*; Yamaguchi Transportation Company, Agency (*New Town)*; Tieh-ling Milling Company, Agency (*Hsi-pei-chieh, O. T.)*; Fukurai Unlimited Partnership (export and import; *Yung-shih-chieh, O. T.)*; Kodera Yang-hang, agency for steamship companies, shipping, warehousing, yufang, export and import; (Pl. D 2, *Yung-ta-chieh, O. T.)*; Shinkō Company (trust business; *Ma-shih-chieh*).

Foreign: Jardine, Matheson & Co. (Pl. H 3, *Sui-ting-men-chieh)*; Butterfield & Swire (Pl. E 2, *Hsi-pei-chieh, O. T.)*; E. S. Leeds Co. (general merchandise; *Yung-shih-chieh)*; Newchwang Wharf & Godown Co. (*Ching-tui-tzi, O. T.)*; J. Edgar & Co. (export and import; *Yuan-shen-miao-chieh)*; Asiatic Petroleum Co. (*Tung-hai-kuan-chieh, O. T.*); Bandinel & Co., (Pl. 19, G 3; merchants & shipping agents *Hsi-pei-chieh)*; Standard Oil Co. of New York (*Chen-chia-hua-yuan-chieh, O. T.)*; British-American Tobacco Co. (Pl. E 3; *Nan-yung-chieh, O. T.)*; Meilung Filature (*Yung-shih-chieh, O. T.*).

Chinese: Ying-fa-ho (yin-lu, or exchange; *Tung-ta-chieh)*; Tung-sheng-chun (do. *Hsi-ta-chieh)*; Tung-sheng-ta (do.); Yung-hui-hsing (do.) Shih-hsing-chin-tien (precious metals; *Tung-ta-chieh)*: Tai-shun-li (general merchandise; *Chung-sheng-chieh)*; Chu-sheng-hao (foreign grocery; *Hsi-pei-chieh)*; Chêng-wen-ho (bookstore;; *Chung-sheng-chieh*).

Churches. Roman Catholic Church (*Li-ho-men-chieh, O. T.)*; Branch Roman Catholic Church (*Lao-yeh-ko-chieh, O. T.)*; Church of England Mission (Pl. G 4, *Feng-chi-men-chieh, O. T.)*; Irish Presbyterian Mission (Pl. G 4, *Feng-chi-men-chieh, O. T.* ***Chinese Temples*** Tien-hou-kung (*western end of Old Town)*; Lao-yeh-ko (*central part of Old Town)*; Yuan-shên-miao (*Tung-ying-kou)*; San-i-miao; Huo-shên-miao; Ho-shên-miao; Ching-shên-ssu (Mohammedan). ***Japanese Temples.*** Mission Chapels of Hongan-ji Temples, and of Jōdo Sect.

Clubs, Theaters, etc. ***Clubs.*** Newchwang Club (*Feng-chi-men-chieh*), Chūō, or Central Club; Yingkou Club (Pl. 9, K 3). ***Theaters.*** Eikō-za (Japanese theater; Pl. 6. K 3); Yu-hsien-cha-yuan (*Yung-shih-chieh, O. T.)*; Chün-hsien-cha-yuan (*Shiao-ping-kang-li, O. T.)*; Hung-lou-wu-tai (*Hsiao-hung-lou-chieh, O. T.)*; Ping-kang-

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cha-yuan (Pl. C 4, *Ta-ping-kang-li, O. T.*) **Parks.** Yingkou Asahi Park (Pl. M 2); Yin kou Park (*Sui-ting-men-chieh, O. T.*).

Piers. Yingkou is a typical river port, its entire water front forming a natural wharf. Among the piers specially constructed may be mentioned the S. M. R. Co's Station Pier (Pl. K 2), the S. M. R. Co's West Pier (Pl. B 1), Tung-ying-kou-Hai-kuan, or East Yingkou Custom House Pier (Pl. G 3; for foreign trade), and Hsi-ying-kou-hai-kuan, or West Yingkou Custom House Pier (Pl. B 1; for domestic trade).

The S. M. R. Co's Piers, which have a total length of more than 3,600 feet, with a capacity for 30,000 tons of goods, can accommodate, at the same time, four steamers of from 2,000 to 3,000 tons displacement.

However, though 30 feet deep, that part of the Liao-ho on the shore of which the city stands is not accessible to ships drawing 17 feet or more, except at high tide, because of sand bars in its lower course; also during the winter season, which lasts four months, the river is frozen over, making navigation impossible. Thus handicapped, Yingkou has not been able to keep pace with Dairen, an ice-free port, which has, of late, attained extraordinary development. On the contrary, Yingkou has been showing signs of decline for some years past, the ships which entered the port in 1917 numbering not more than 400, with an aggregate tonnage of about 290,000, as against about 730 ships, with a gross tonnage of 700,000, in 1912.

Steamship Services. N. Y. K.'s North China Line (Yokohama—Kobe—North China; about seven times monthly); Dairen-Shanghai Lines, of the Indo-China Steam Navigation Co. and of the China Navigation Co. (once weekly). Besides these regular lines, there is a steamship service between Lung-kou and Tientsin, chiefly for the transportation of coolies. (For full information, see the General Introduction).

Trade. The value of the trade transacted at Yingkou in 1917 amounted to about 30,000,000 *Hk. tls.*, of which more than six per cent was paid for imports. The chief exports are beans, bean cakes, bean oil, kaoliang, millet and tussur silk. The principal imports are cotton yarn and cotton cloth, woolen goods, hardware, wheat flour, sugar, kerosene, matches, soap, and paper.

Yingkou, which was the only trade port in Manchuria for more than 50 years, monopolized the exportation and importation of goods for Manchuria and Mongolia until the opening of Dairen and Antung. It is now far outstripped by these two cities in business and prosperity, as can be seen from the following table:

	1908		1917	
Dairen	32,690,000	*Hk. tls.*	145,152,000	*Hk. tls.*
Antung	6,942,000	„ „	43,227,000	„ „
Yingkou.....	41,737,000	„ „	29,045,000	„ „

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Yufang, or Bean Oil Industry. This is the only industry of importance in Yingkou. Until a few years ago it was in a highly flourishing condition, the houses engaged in the business numbering about 30, and the bean cakes manufactured amounting to about 70,000 a day. The recent development of Dairen, however, has affected Yingkou in this field, also, the yufang factories now number only about a dozen. Among the chief ones are the Tung-yung-mao, Kodera, Hsi-i-shun, Hou-fa-ho, Chih-fa-ho, Hsing-shun-kuei, Ying-fa-ho, and the Yu-fa-hsiang. The daily output, throughout the eight months in the year during which the business can be conducted, averages only 100,000 pounds of bean oil and 23,000 bean cakes.

LIU-SHU-TUN BEACH.

Liao-ho River, has its source in the highlands of Inner Mongolia. Flowing eastward through the Liao-yuan district and passing Cheng-chia-tun (See P. 257), it reaches a point about 3 miles above San-kiang-kou. Here it is joined by the Tung-liao-ho. Thence, taking a southerly course, the river skirts the borders of the Chang-tu, Kang-ping, and Fa-ku districts until it enters the Tieh-ling district. At Ma-feng-kou (See P. 246), it turns southwestward and runs through the Hsin-min and Liao-chung districts. At San-chao-ho, in the Hai-chung district, it is joined by two other streams, the Ta-tzu-ho and the Hun-ho, and finally empties into the sea at Yingkou.

The Liao-ho forms a long, convenient water route, connecting a number of cities and towns on its course. In the pre-railway days it was the only means of communication in Manchuria, accruing, thereby, great importance and value as a medium of transportation. The river is navigable by junks for a total distance of more then 750 miles; for about 500 miles between Cheng-chia-tun and Yingkou on the main stream; for 120 miles between Han-chia-tien and San-cha-ho, on the Ta-tzu-ho, on of its tributaries; for 130 miles between

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Chang-tan and San-cha-ho, on the Hun-ho, another affluent. The commodities produced in the sections about these towns were mostly carried by water down to Yingkou, while the imports from various other parts of China and from foreign countries were conveyed to their various distributing points also by means of this river. The past prosperity of Yingkou was almost wholly due to the great facilities afforded by this river. The opening of the railways, the development of Dairen, together with the formation of sand bars near the river's mouth, and its freezing, combined to divert to Dairen the greater part of the merchandise which formerly came to Yingkou. The junks on the river now number not more than 300, as against 10,000 in the pre-railway days. Although the city may be said to have seen better days, yet the cheapness of river freight rates and its commercial relations, long established with other parts of Manchuria, will, nevertheless, enable Yingkou still to remain an important trade port in this part of the country for many years to come.

Junk Trade. Junks are generally divided into two classes: *niu-chuan* (3-12 tons) and *tsao-chuan* (7-21 tons). During the season (from April to October), they ply between the sections assigned to them Junk service takes about thirty days from Cheng-chia-tun to Yingkou and back (the longest section on the course), and twenty-one days from Tieh-ling (Ma-feng-kou Pier) to Yingkou and back—it requiring 20 per cent more time to row up than down the stream.

The junk trade is a kind of credit transaction. Those who are concerned in the business are the *kuan-chuan-êrh* (owner), *pa-tao-êrh* (master), and men. The master of a junk holds himself responsible not only to its owner for every thing relating to its navigation, but also to the shipper for the sale of cargo. When the junk gets to its destination, the kuan-chuan-êrh goes to the *chuan-tien* (wholesale store), lands the cargo, and receives the freightage and other expenses incurred in the transportation. Then the cargo is disposed of by the *ching-chi-fang* (brokers). As soon as this part of the business is finished, the master loads another cargo on his junk and starts on his return voyage. The freight is insured against loss and the risk by the *ao-chü* (insurers), who also make themselves useful by obtaining cargoes for homeward-bound junks. These agencies are of great importance, and render valuable service in maintaining commercial relations between the city of Yingkou and the agricultural districts of the interio . It is primarily through these mediums that Yingkou holds its present position, notwithstanding the decline of water traffic on the Liao-ho, as above described.

Wagon Service. During the winter season, when the Liao-ho is frozen over, making the junk trade impossible, *ta-che* (Manchurian dray carts) are made use of and the agricultural products of the various districts are thus transported to Yingkou. These dray carts are operated by the *ta-chi-tien* (wholesale store), which also takes upon itself the task of selling the loads brought by the ta-che men and of obtaining goods for them to carry back—so this service, too, contributes its part to adjust the problem of supply and demand between producing localities and the markets.

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Route XVIII. Dairen to Mukden

Dairen-Mukden Line. For the sake of convenience of description the S. M. R. Main Line (435.8 mls. from Dairen to Changchun) has been divided at Mukden into two sections, northern and southern. The latter is called the Dairen-Mukden, and the former the Mukden-Changchun Line, though Dairen and Changchun are in direct rail communication with each other.

The Dairen-Mukden Line is double tracked, 246.4 miles long. It has two branch lines. One, called the Ryojun Line, leaves the main line at Chou-shui-tzu; the other, the Yingkou Line, at Ta-shih-chiao. *Fare:* from Dairen to Mukden: 1st cl. ¥17.25; 2nd cl., ¥11.19; from Dairen to Changchun: 1st cl. ¥30.50; 2nd cl. ¥19.60; from Dairen to Yingkou: 1st cl. ¥11.40; 2nd cl. ¥7.30.

Train Service. Between Dairen and Changchun there are three through trains daily. It takes 22 or 23 hours from Dairen to Changchun and about 12 hours from Dairen to Mukden. Between Yingkou and Kai-yuan and between Yingkou and Changchun there is one daily through train. The first and second class through trains starting from Dairen and connecting at Changchun with the Siberian trains, were formerly operated once a week, but the service is suspended for the present.

Accommodations on Trains. The through trains running between Dairen and Changchun are each provided with a first class sleeper, and a dining car in which both Japanese and European meals are served. Sleeper: lower berth, ¥7; upper, ¥5. Meals, European: breakfast, ¥1.50; luncheon, ¥1.50; dinner, ¥2.00.

Stop-over Stations. Chou-shui-tzu, Chin-chou, Pu-lan-tien, Wa-fang-tien, Hsing-yao-cheng, Kai-ping, Ta-shih-chiao, Hai-cheng, Tang-kang-tzu, An-shan, Liao-yang, Yen-tai, and Su-chia-tun.

Connecting Lines. This line connects at Ta-shih-chiao with the Yingkou Branch Line; at S. M. R. Mukden Station with the Peking-Mukden Line; at Ssu-ping-kai with the Ssu-Cheng Line (Ssu-ping-kai—Cheng-chia-tun); and at Changchun with the Chinese Eastern Railway Line, and the Kirin-Changchun Line.

Leaving Dairen, the train runs westward, with the Chinese town of Hsiao-kang-tzu in view on the right and Fushimi-dai hill on the left. After a while it comes to a point where the line begins to take a somewhat northwesterly direction to ***Chou-shui-tzu*** (5.5 mls. from Dairen), a junction station for passengers bound for Ryojun. In the neighborhood is the Onoda Cement Factory, which is the greatest of its kind in Manchuria, turning out 250,000 barrels of cement every year Nearly 3 miles north of the Chou-shui-tsu station is a signal station, marking the junction of the Ryojun Branch Line and the S. M. R. Main Line. After passing this station, the train gradually turns northeast, to Nan-kuan-ling.

Nan-kuan-ling 南關嶺 (9.6 mls.). Here is the battle field where, after the fall of Nan-shan Hill, the retreating Russian forces, hotly pursued by the Japanese army under General Oku, suffered severe reverses. Within 2 miles or more of the station may still be seen the ruins of the forts, Lang-yen-tai and Ta-yin-tao, which are said to have been constructed by the order of *Li-hung-chang* during his administration of the province.

From Nan-kuan-ling it is 7.6 miles to Ta-fang-shên (17.2 mls. from Dairen). The track all the way runs through the narrowest neck of what is called the Chin-chou Isthmus, part of the route rising at a gradient of 1 in 100 feet. From the window can be seen the Chin-chou and Dairen Bays, one on each side of the track. A branch line

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starts from Ta-fang-shên and running southeast in an S-shaped course, leads to Liu-shu-tun, but at present the train service is suspended. Hand cars are used instead, for the benefit of passengers. Fare: 15 *sen*.

Chin-chou 金州 (20.1 mls.), the next station is an old walled town, regarded, since the *Ming* Dynasty (about 400 years ago), as a very important position for controlling the Liaotung Peninsula. On the east, it is sheltered by a high mountain called Taho-shan, or Ta-ho-shang-shan; on the west, it faces Chin-chou Bay of the Po-hai (or Pechili) Sea; on the south, it has for its protection Nan-shan Hill, or Shan-tzu-shan, as it is sometimes called. Thus, it holds the key of the whole peninsula. Besides its railway traffic, Chin-chou carries on a junk trade with Chefoo and other ports in Shantung Province, the annual value of this trade amounting to 200,000 *yen*. Grapes are one of the staple products of this place.

Chin-chou-cheng is about 1.5 miles northwest of the station and can be reached by Chinese carriage service (fare: 20 *sen* per person). During the *Hung-wu* era (1368-1398) of the *Ming* Dynasty, the ancient castle of Chin-chou was reconstructed into a citadel, and was for a long time used as the chief fortress against the Japanese in cursions. The present walls were rebuilt in 1774 out of the old ones. They are more than 2 miles around and have a gate on the north, south, east, and west. As this walled town was the objective of attack by the Japanese army during the Sino-Japanese and the Russo-Japanese War, there still remain not a few traces of the devastating scenes of those days. Especially noticeable in this respect are the two gates, east and west, which still bear the dreadful markes of bullets and cannon balls. The town which is well laid out is now under the jurisdiction of the Japanese Civil Administration Office. Its streets are lined with numerous stores and dwellings. Its population is 9,000 (14,000, if that in the neighborhood of the station is included).

In and about the walled town are a number of temples which date from the *Ming* Dynasty. Here also is the Chin-chou Branch of the Dairen Civil Administration Office (in Walled Town); the Post Office (do.); Chin-chou Nursery, under the management of the Kuantung Government General (outside East Gate); Chinese Maritime Custom House (at Chin-chou Station); Japanese Primary School (in Walled Town); Nan-chin School, for Chinese pupils, (outside East Gate).

Tien-chi-miao Temple is outside the North Gate of the Chin-chou Walled Town. Its Halls of Paradise and Hell, adorned with gorgeously painted carved images, make it worth a visit.

Nan-shan Hill is more than a mile west of the station; it can be reached by carriage. (Carriages must be hired at the station).

The hill, which is a sort of winding table land, occupies a vitally important strategic position on the peninsula. Here was fought one of the severest battles of the Russo-Japanese War. On its summit stand the Japanese Soldiers' Monument and the Russian

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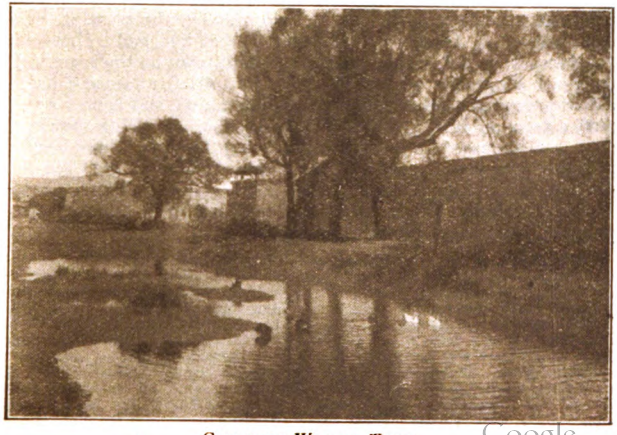
Soldiers' Monument. The strategic importance of this height can be easily understood, when it is seen that the top commands, within a stone's throw, every near-by point of vantage. The late General Nogi, the commander of the Japanese army besieging Port Arthur, composed a Chinese poem, when he was passing Chin-chou, soon after the battle. The poem is tenderly reminiscent and full of sorrow. The free translation, which follows, is far from doing justice to the pathos of the original:

"The day is dying o'er the Chin-chou' Walls
And latest field of fatal strife severe;
The war-worn soldier, lone and still, recalls
And muses long the scene so sad and drear".

Ta-ho-shan (*or Lao-hu-shan*) is about 2 miles east of the station. With Fêng-huang-shan and Hsiao-chin-shan, it forms a range of three mountains. The chief of the trio, Ta-ho-shan, is the highest point in the peninsula, being 2,100 feet above sea level. On its summit are the ruins of an old castle built during the *Kokoli* Period (100 B. C.-700 A. D.). This mountain is well known in connection with the Korean expedition of Emperor *Tai-tsung* of the *Tang* Dynasty, who established his headquarters at its foot. During the attack on Nan-shan, General Oku, of the Japanese army, made his headquarters on Hsiao-chin-shan.

On Ta-ho-shan are the Shêng-shui-ssu (Kuan-yin-ko), Shih-ku-ssu (Tang-wang-miao), Hsian-shui-ssu, and Chao-yang-ssu temples, founded probably before the *Ming* Dynasty, which are all ancient, and interesting. The admirable scenic features of this mountain are found in its northeastern slope.



CHIN-CHOU WALLED TOWN.

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Misaki-yama Hill is the name given to the height rising outside the North Gate of the Walled Town. It is called Misaki (Three Saki) Hill in commemoration of the three Japanese military interpreters, *Kanesaki*, *Yamasaki*, and *Fujisaki*, who, at the beginning of the Sino-Japanese War, died here as martyrs for their country. On the summit is a monument erected to their memory. A panoramic view of the picturesque seascape of Chin-chou Bay as well as of Chin-chou-chêng (Walled Town) and its vicinity can be obtained from the summit.

From Chin-chou the line winds through the narrow passage formed in the low lying extension of Ta-ho-shan, and after crossing over a fairly steep slope, leads to Erh-shih-li-tai (28.7 mls.). Here begins a falling gradient of less than 1 in 100 feet. Passing this town the train soon reaches San-shih-li-pu (34.7 mls.). This is a water supply station. In the neighborhood are many orchards. At this station during the season, especially fine apples, a staple product of the place, can be bought.

This section of the line was the scene of reconnoitering actions preparatory to the attack on Chin-chou, during the Russo-Japanese War. At Lung-kou, about 3 miles north of San-shih-li-pu, part of the Japanese army which had landed at Yen-ta-ao, destroyed the railway for the second time and cut off communications between the Russian troops at Ryojun and their main forces in Manchuria. The next station is Shih-ho (41 mls.). Here are the ruins of an old castle, built to defend the place against the Japanese invasions in ancient times.

Pu-lan-tien 普蘭店 (47.9 mls) is at the northern end of the Japanese Leased Territory of Kuantung (the boundary itself being about 2 mls. north of the station). On the west, it is connected through Adam's Bay with the Po-hai Sea and by land with Fu-chou; from the east, it is an important town on the route to Pi-tzu-wo. Originally a small village, it has of late attained considerable development under Japanese administration, and is now a town with a population of 3,700 (including its suburbs). With the expansion and increased prosperity of the town the salt and the bean oil industries have developed. Here is the Agency of the Chin-chou Civil Administration Office; Post Office; Garrison; Chinese Custom House Inspection Office; Branch of the Japan Salt Industry Company; and Branch of the Ryōtō Bank.

Pi-tzu-wo is on the seashore, about 24 miles east of the station, and can be reached from Pu-lan-tien by carriage. It was formerly one of the most important junk ports on the Yellow Sea, ranking with Ta-tung-kou and Ta-ku-shan, with its trade at one time reaching an annual value of 1,300,000 *Hk. tls.*, but it has lost much of its former prosperity, and now is chiefly known for its salt industry. The salt fields lie at Tung-lao-tan, Chia-hsin-tzu, Pi-liu-ho, and other places, their total area being 6,125 acres, with an annual output of salt of about 450,000 bushels. The town has been placed under the jurisdiction of the Chin-chou Local Civil Administration Office. The street along the sea-coast is called Lao-yeh-miao. Population, 3,500. Between Pi-tsu-wo and Dairen there are eight steamship services monthly. Fare: 2nd cl. ¥3.50.

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Chang-shan Islands Group includes the five large islands, Ta-chang-shan, Hsiao-chang-shan, Kuan-lu, Chang-tzu, and Hai-yang, and twelve smaller ones lying scattered in the sea, more than 20 miles south of Pi-tzu-wo. They are under the jurisdiction of the Pi-tzu-wo Local Civil Administration Office. The total population is 37,000. As the people of these islands get all their daily necessities from Pi-tzu-wo or Antung, the maritime traffic with these cities is active. There is comparatively little level land, so that agriculture does not flourish and most of the inhabitants are engaged either in fishing or in marine transportation.

Leaving Pu-lan-tien and turning north, round the base of the hill behind the station, the train comes to Tien-chia (58.5 mls.). Though an out-of-the-way small hamlet, it is the seat of a Chinese Salt Bureau, a large quantity of the salt produced in Fu-chou being transported through here. From Tien-chia it is 7 miles to Wa-fang-tien.

Wa-fang-tien 瓦房店 (65.1 mls.) Japanese inn; Midori Ryokan; rates, 'Japanese plan', ¥3—5. About 24 miles west of the station is Fu-chou. As Wa-fang-tien lies on the route to the Fu-chou region, it was planned by the Chinese Eastern Railway Company to make it one of the three principal stations on this line. Since it came under the management of the S. M. R. Co., it has been reconstructed into a new town. The population of the S. M. R. Co's Leased Ground (total area, 605 acres) including that of the neighboring Chinese town, is 3,000. In this town is a Japanese Police Station, Garrison, Post Office, S. M. R. Co's Hospital, S. M. R. Co's Local Administration Office, S. M. R. Co's Local Maintenance Office, and Electric Company. Among the Chinese government offices is the Police Station, Branch Taxation Office, and Salt Bureau.

Fu-chou. 復州 After the *Sui* and *Tang* Dynasties Fu-chou was an important walled town, occupying, as it did, a strategic position in the expeditions to Korea. As it is very inconveniently situated, business does not flourish here now. It is still known, however, in connection with Niang-niang-kung, a seaport on the eastern coast of the Po-hai. All along the shores are many salt-fields, which yield an annual output of 1,500,000 bushels of salt (obtained by natural evaporation). Fu-chou is the seat of the district office and has a population of 5,000.

The line north of Wa-fang-tien skirts the Hui-tou-ho River, and passing Wang-chia (70 mls.), reaches Te-li-ssu (77.1 mls.). The route is quite level. On the hill (known as the site of the Lung-wang-miao Temple) north of the Wang-chia Station, and in its vicinity, the Japanese and Russian troops engaged in the severe battle of Te-li-ssu. Lung-tan-shan, the height rising behind Te-li-ssu, was well chosen by General Stakelberg, the Commander-in-chief of the Russian Southern Army Corps, for his temporary quarters, as it afforded a fine vantage ground.

After running northeast along the Fu-chou-ho for a while, the train reaches Sung-shu (81.2 mls.), known for its tussur industry. Beyond this town, the district again grows mountainous and the train

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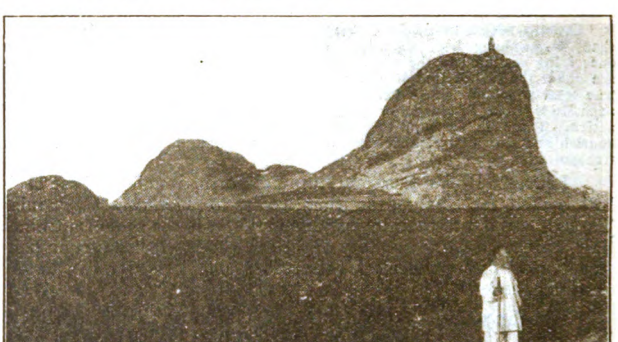

WANG-HSIAO-SHAN HILL, HSIUNG-YAO-CHENG.

has to follow a circuitous route, the passage getting narrower and narrower. North of Wang-chia-ling (90.9 mls.), the train runs most of the way along the course of a stream, occasional glimpses of which can be caught from the car window. After passing Hsu-chia-tun (99.7 mls.) and Chiu-chai (104.4 mls.) in succession, Hsiung-yao-cheng is reached.

Hsiung-yao-cheng 熊岳城

(110.7 mls. from Dairen; 135.7 mls. from Mukden).

The walled town of Hsiung-yao-cheng is nearly a mile west of the station: Chinese carriage fare; 50 *sen*, round trip. On the south-east, it is protected by a range of mountains, and on the west, it is separated by a plain from the Po-hai. The Hsiung-yao-ho River runs through the southern end of the town and empties into the sea. The walled town was known during and after the *Liao* and *Chin* Dynasties as an important fortress for the defense of the Po-hai. It is about 1.5 miles around and has two gates, one on the east and the other on the west side. The cross streets in the center form its principal quarter, and here business is fairly brisk, giving the town a more or less prosperous appearance.

The walls are much dilapidated, the southern part only retaining vestiges of what it once was. But seen from across the river, it is charmingly picturesque. Population: Walled Town, 3,000; New Town, 1,300. The inhabitants are engaged in farming and in the fruit industry. Red pears are abundantly produced. The coast fishery flourishes, too, with large catches of *hung-hua-yü* (yellow flower-fish) and *Cybium niphonium*.

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Public Buildings, etc. Garrison; Post Office; S. M. R. Co's Local Administration Office, Agency; Industrial Experiment Station, Branch;* (all in *New Town*); Local Taxation Office and Fishery Bureau (in *Walled Town*).

***Industrial Experiment Station,** under the management of the S. M. R. Co., is on the right side of the straight road from the station to the Hot Springs of Hsiung-yao-cheng. It is a branch, its main station being at Kung-chu-ling. Its object is to promote the industries of horticulture, sericulture, farming, and forestry. Apart from any utilitarian consideration, this station (total area 90 acres) ought to attract the visitor with its beautiful garden of plants and flowers.

Hsiung-yao-cheng Hot Springs.

The Hot Springs are in Chêng-pai-chi-tsun, a village on the Hsiung-yao-ho, more than a mile southeast of the station. Handcars which can be hired at short notice, run between the station and the Onsen Hotel (fare: 10 *sen*, one way). The road to the hot springs is well built, level and smooth. On each side is planted a long row of willow, accacia, and poplar trees, which afford a refreshing shade.

This spa is skirted, on the south, by the Hsiung-yao-ho; on the east, it has the Kuan-pao-shan range in distant view; on the northwest, there is a broad prospect. There are always refreshing sea breezes from the far off sea of Po-hai. The springs gush out not only from the banks, but also from the bed of the river, and it is possible to combine a sand bath with a water bath. The spa has the added attraction of pleasant nooks and paths which induce strolling.

Onsen Hotel is a foreign style building furnished in Japanese fashion. It has one main house and two annexes, a total of thirty-six rooms. The main house has especially fine accommodations and is provided with private bath rooms and an amusement hall. Rates: 'Japanese plan', ¥4—6; luncheon, ¥2—3. Rooms: ¥1.50—3.00 a room (single person); in case more than one person occupies a room an additional charge of from 20 to 50 per cent is made.

Quality and Efficacy. The water is colorless and transparent, and has a trace of alkali. Its temperature is suitable for the human body. It is especially efficacious for the following diseases: rheumatism, chronic eczema, hysteria, neurasthenia, different kinds of anaemia, and scrofula.

Low-price Tickets are issued by the S. M. R. Co. for the Hsiung-yao-cheng Hot Springs. A discount of 30 per cent is allowed on return tickets (good for 14 days) for the three classes of passengers. These tickets are on sale at the principal stations between Dairen and Mukden.

Wang-hsiao-shan is the name given to a gigantic rock rising high in the midst of the paddy fields a short distance from the station. It is 1.5 miles from the Hot Springs and can be reached by carriage (fare: 80 *sen*). On its top is a Buddhist tower, which has the appearance of a light house. In ancient times, so runs the local tradition, there lived near here a widow whose only son had crossed the Po-hai Sea and gone up to Peking. When he had been away for some years, she began to yearn for him and day by day she would

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climb this rock, watching for his return home. But he never came back and the mother died of grief. For this reason, Wang-hsiao-shen is also called Wang-erh-shan (Child-missing Hill).

Hsian-chia Pear Orchard is in the village of Chêng-huang-chi-pu about 2 miles southwest of the station and can be reached by carriage (fare: ¥1). Hsian-chia, the owner, is a very wealthy farmer who is said to be descended from one of the military governors of Mukden. In the orchard there are more than 2,000 pear trees. Their beautiful blossoms in spring and their ruby-like fruit in autumn are great attractions. It is open freely to visitors throughout the year.

Huang-chi-shan, or *Pao-chun-shan*, as it is sometimes called, is a hillock adjoining Hsian-chia Pear Orchard. It is dotted all over with fantastic rocky formations interspersed with old pine trees, which lend to the scene an enchanting sense of solitude. On its summit is an extremely dilapidated Kuan-ti-miao Temple. On the east, it is sheltered by a range of sharp-pointed mountains arrayed like so many bristling blades; on the west it overlooks the blue waters of the Po-hai Sea rolling like silvery columns. The prospect here is one of splendor and magnificence.

Kuan-pao-shan is a mountain about 5 miles east of the Hsiung-yao-chêng Hot Springs (carriage fare; about ¥2). It is popularly called Ching-lung-shan. Of all the mountains of the eastern range, this has been the best known from ancient days. On its top stands Wang-hai-ssu, a time honored temple. The moss covered rocks, the old pine trees coiling like recumbent dragons, and the sacred wells fed by never-failing springs, make the place a retreat worthy of holy hermits. Besides these attractions there are near here many views of unique beauty and splendor, such as Lama-tung Cave, Chiang-chun-shih Rock, Lo-han-feng Peak, and others.

The line north of Hsiung-yao-cheng runs along the shore of the Po-hai Sea. Though hills and hillocks rise here and there near the route, the road on the whole is level.

Lu-chia-tun (116.9 mls. from Dairen) was calld *Lu-chou* in olden times. In the neighborhood there are a number of ancient tumuli attributed to the *Kokoli* Period (100 B. C.-700 A. D.), where many clay images have been excavated. Sha-kang (123.6 mls.). Though a small village, it is well known for the production of granite. The next station the train comes to is Kai-ping.

Kai-ping 蓋平 (130.2 mls.). This town was called *Kai-chou* in ancient times. Since the *Tang* Dynasty, it was a position of strategic importance in the expeditions to Korea. The station is in the village of Hai-shan-chai, on the right bank of the Kai-ping-ho, which skirts the southern side of the walled town of Kai-ping and empties into the Po-hai Sea.

The S. M. R. Co's Leased Ground here covers an area of about 817 acres. A broad road leads south to the walled town of Kai-

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ping-cheng. The streets near both sides of the station were well planned, forming a well laid-out town. Here there is a Post Office, Garrison, the S. M. R. Co's Local Administration Office, a Primary School (for Chinese children), and different kinds of stores. Population, 1,200. In April and May, when the monsoons set in, clouds of dust are raised on the banks of the river, converting the place into a temporary desert.

Kai-ping-cheng Walled Town is about 3 miles southeast of the station, on the right bank of the Kai-ping-ho. It is surrounded by walls about one-third of mile from east to west and about half a mile from south to north. Population, 15,000. With many stores within the walls, there is much business. The South Street, the North Street, the East Street, and Lao-chien-shih Street are the busiest. A little south of the center of the town stands the Chung-lou (Belfry). In this town is the Kai-ping-hsien District Office, Police Office, Post Office, and Chamber of Commerce. This place has long been known for its tussur* market, second only to Antung. The annual transactions in cocoons reach 35,000 *piculs*. The next important industry is that of salt. It is obtained from the sea shore all along this locality. The salt sent out through this station amounts annually to about 20,000 tons.

***Tussur** is a kind of wild silk worm. The worms are reared wild, let loose in the fields planted with certain species of oak-trees (*Quercus mongolia*). The silk made from their cocoons is very suitable for silk pongee or velvet fabrics. Tussurs thrive well in the mountainous regions of Kai-ping, Hai-cheng, and Hsiu-yen. The annual output of cocoons from the basin of the Kai-ping-ho amounts to about 400,000,000 cocoons or about 4,000 *pa-chien-tzu* in the native parlance. One *pa-chien-tzu* is equivalent to the quantity of cocoons (about 100,000) obtainable from the tussurs (from 200,000 to 300,000), fed on the oak trees (from 4,000 to 6,000) planted on a piece of ground from three quarters to one acre in extent. Tussurs are raised twice a year: in spring and autumn. The autumn yield is of a better quality than the spring. Most of the cocoons are made into silk at the places where they are produced, so that filature factories, though on a small scale, are scattered throughout the vicinity. Some of the cocoons, however, find their way to the markets of Kai-ping and Hai-cheng, where they are manufactured into silk, which, with the waste silk is exported through Yingkou and Dairen to various parts of China, and abroad.

Tai-ping-shan 太平山 (141.9 mls.) is about 11 miles north of Kai-ping. The hill of the same name, standing alone in the plain west of the station, is the place, during the Sino-Japanese War, where General Nogi's Brigade met the Chinese army in a hard fight.

Neu-hsin-shan, which is about one mile north of the station, is known in connection with the Russo-Japanese War. Here, at the Battle of Ta-shih-chiao, the Russian army corps took its stand against the Japanese.

Ta-shih-chiao 大石橋 (148.8 mls. from Dairen).

Arrival. Ta-shih-chiao is 13.9 miles from Yingkou and 97.6 miles from Mukden. The Yingkou Branch Line (see Route XVII) starts from here. Passengers bound for Yingkou have to change at this station. **Porters** carry baggage for 3 *sen* a piece. The building containing the **dining room** is on the right side of the main house. Its lower rooms are devoted to store, and restaurant where Japanese, European, and Chinese dishes can be obtained. There are

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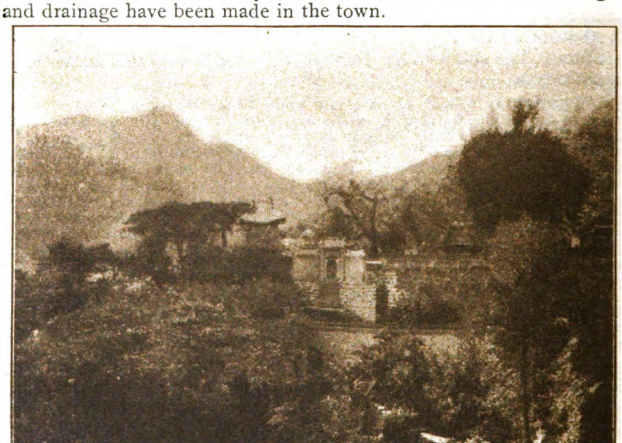
a number of rooms upstairs, furnished in Japanese style, where travelers can lodge for 50 *sen* a night.

Japanese Inn. Umenoya (opposite the station). Rates: 'Japanese plan', ¥3—5.

General Description. This place was formerly a small post station, but since the opening of the railway it has grown into the town of its present size. The population of the S. M. R. Co's Leased Ground (735 acs. in area) is 1,200. Here is the Branch of the Yingkou Police Station, Garrison, Post Office, Gendarmerie Station, S. M. R. Co's Local Administration Office, S. M. R. Co's Local Maintenance Office, S. M. R. Co's Rolling Stock Office, Primary and Higher Primary Schools (for Japanese children), S. M. R. Co's Hospital, Electric Light Company, South Manchurian Mining Company's Factory. In the Chinese section is the Agency of the Salt Bureau, and the Post Office. The streets in the S. M. R. Co's Leased Ground are broad and laid out in regular squares. The houses are constructed mostly of brick. Provisions for electric light and drainage have been made in the town.



LUNG-CHUAN-SSU TEMPLE, CHIEN-SHAN.

Magnesite. This mineral, which is rather rare in the world, is abundantly produced in the neighborhood of Kuan-ma-shan, about 5 miles east of the station. The ore reserves are said to be almost inexhaustible. Near the S. M. R. Co's Leased Ground silica of a good quality, used in the manufacture of glass, is found.

The South Manchurian Mining Company, purchases all the magnesite ores, by a special contract, of the Chen-hsing Kung-ssu, a Sino-Japanese joint undertaking, which holds the concession of this mine. The company has its factory at Ta-shih-chiao. The magnesite industry is still in its infancy, much remaining to be done before there is a full utilization of the mineral. It

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is chiefly used to make fire-proof bricks, and is also manufactured into lignoid, which is used as a substitute for linoleum, and into wood pulp, dynamite, paints.

Places of Interest. ***Niang-niang-miao Temple,*** is in the old temple named Hai-yün-ssu, on the summit of Mi-chen-shan, nearly 2 miles southwest of the station. Here are enshrined *Yün-hsiao*, *Pei-hsiao*, and *Huan-hsiao*, the three sisters of *Chao-kung-ming*, who are adored as the goddesses of Happiness, Eye-cure, and Child-birth, respectively. It has a great number of native votaries, who flock here to worship. At its annual religious fête, which lasts for three days (from the 16th to the 18th of the 4th month of the Lunar Calender), tens of thousands of devotees come to pay homage to the guardian saints. Various kinds of stores and shows are found all the way from the foot of the hill to its top, presenting a very lively scene.

Pan-lung-shan is a hill which rises east of the station. It is associated with the Sino-Japanese War. On its side stands the Tai-sekkyō Shrine, around which a park has been laid out.

Hung-chi-shan is a hill about 2.5 miles southeast of the station. On its side is a grove of apricot trees numbering more than a hundred, which make the place well worth visiting in the blooming season.

Running north for 4.7 miles, the train reaches Fen-shui (153.5 mls.). The tortuous range of mountains running west from Hsu-yen in the east is divided at a point about 2 miles north of the station into two slopes, one towards to Po-hai Sea and the other towards the Liao-ho River. On the other side of this hill is Ta-shan (158.5 mls.). Ten miles farther on is Hai-cheng.

Hai-cheng 海城 (168.7 mls.) which was called *Hai-chou* in the *Liao* Period, and which occupied an important position on the ancient high road leading to Korea by way of Hsu-yen. The walled town is about two-thirds of a mile east of the station. The walls are sheltered by hills, and the stream of the Hai-cheng-ho is made use of to form natural moats around the town. Besides a gate on each side, there is a little gate called Hsiao-nan-men. The vicinity of the Kung-tzu-miao Temple, which is at the foot of the hill on the eastern side, has been converted into a public park. Population 15,000 (including that of the S. M. R. Co's Leased Ground). ***Government Offices, etc.*** Japanese: Artillery Regiment; Garrison; Gendarmerie Station; Military Hospital; Post Office; S. M. R. Co's Local Administration Office, Agency; all these are on the S. M. R. Co's Leased Ground. Chinese: Hai-cheng-hsien District Office; Police Station; Post and Telegraph Office; Taxation Office, all in the Walled Town.

To-mu-cheng Castle is a few miles southeast of the Hai-cheng Walled Town. Here, during the Russo-Japanese War, the Japanese 4th Army routed a Russian army of 28 battalions. Hung-yao-ling, where the Russian army quartered at that time, is well known for the production of the 'Emerald Tiles' used for the 'Three Imperial Mausoleums' (Fu-ling, Chao-ling and Yung-ling).

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Tang-kang-tzu 湯崗子

(181.9 mls. from Dairen; 64.5 mls. from Mukden).

This was formerly an obscure place in the mountains, and in its pre-railway days had few visitors, but since the opening of the railway and the establishment of a spa here, the place has come to be widely known, the number of visitors who come for the baths and the views of Chien-shan are increasing year by year. However, as the population is still very small and there is no industry worthy of special notice, this place has no other attraction than that of a pleasure resort.

Tang-kang-tzu Hot Springs are only a few hundred yards northeast of the station. The date of their discovery reaches back into antiquity, it being said that the Emperor *Tai-tsu* of the *Tang* Dynasty, during his expedition to *Kokoli*, established a sanitarium here for his war horses. Soon after the Sino-Japanese War, the Japanese officers and men found in this spa a fine health resort. During the Russo-Japanese War, the Russians also built a large sanitarium in this place, and after the war, the wounded officers and men of the Japanese army went there to recuperate. These hot springs cannot be compared with Hsiung-yao-cheng spa in picturesque mountain paths suitable for rambling. Yet, the group of peaks of Chien-shan, one of the most illustrious mountains in Manchuria, which is in view in the far distance to the northeast, and the vast expanse of open plain which stretches on the northwest, furnish magnificent views at all seasons. Of the three spas (Tang-kang-tzu, Hsiung-yao-cheng, an Wu-lung-pai), Tang-kang-tzu is more typical of Manchurian features, geographical and otherwise, than the other two, and therefore it attracts many visitors.

Low-price Tickets. For the benefit of visitors, the S. M. R. Co. issues cheap return tickets (at a discount of 30 per cent from regular fare), which are on sale at the principal stations on the lines between Dairen and Mukden and between Mukden and Pen-hsi-hu.

Japanese Hotel. Seirin-kan was the only hotel at this spa. Provided with bath rooms, heating apparatus, an entertainment hall, and the like, it compared in its completeness of accommodations, with any first class hot spring hotel in Japan. Unfortunately, the whole building burned down in October, 1919. But, as Tang-kang-tzu is one of the best pleasure resorts in Manchuria, a hotel even finer than the former will be established here before long. The quality and efficacy of the waters are about the same as those of the hot springs at Hsiung-yao-cheng (see P. 225).

Sightseeing—Chien-shan 千山

Situation and History. Chien-shan is about 8 miles east-northeast of the Tang-kang-tzu Station and about 6 miles east of An-shan. Manchuria has three sacred mountains, Yi-wu-lu-shan, of Liao-hsi, Chang-pai-shan, Kirin Province, and Chien-shan, of the Liao-yang-hsien District. Of the three, Chang-pai-shan comes first for the grandeur of its contour. In scenic beauty Yi-wu-lu-shan

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and Chien-shan are well matched. Since the *Yin* and *Chou* Dynasties the former has been mentioned in history as the Sacred Mountain of the North. As for the latter, it was not until after the *Tang* Dynasty that it came to be known, so that, though the priests in the temples tell visitors that the emperors of the *Tang* Dynasty stopped on the mountain, there are no authentic records of this, either in inscriptions or in old books. It was only after the *Wang-li* and *Chia-ching* eras, during the *Ming* Dynasty (about the middle of the 16th Century) that the mountain began to attract attention, and poets and men of letters made pilgrimages thither in increasing numbers until the *Ching* Dynasty, when the emperors themselves occasionally honored the mountain with their visits, thus making it more and more illustrious.

General Description. Chien-shan is a branch of the Chang-pai-shan range. Looked at from afar, the whole group presents the appearance of a colossal saw, with one pointed peak after another. Viewed at a short distance, its gaunt body is seen to be composed of gigantic rocks and sharp, strangely shaped crags, covered with pine trees, and surrounded by forty-eight ravines of an endless variety of beauty, and interspersed by glittering temples and halls of bright red and vivid blue. The quiet and seclusion of this mountain added to these attractive features has justly won for it fame as a veritable fairyland.

Best Season for Sightseeing. The views of Chien-shan are fine throughout the year, but in spring and autumn, they are especially charming. In spring, the pear blossoms in the enclosures of the temples bloom luxuriantly and shed radiance all around, like flowery clouds trailing long and low as far as the eye can reach. In autumn, the whole mountain is dressed in leafy brocades of exquisite coloring, and is literally ablaze with red, scarlet, crimson, and yellow.

Preparations for Sightseeing. Chien-shan is inconveniently situated and for more than half the way, narrow, steep paths have to be climbed. It is advisable, therefore, that visitors wear light weight clothes. Needless to say, they should carry alpen-stocks and drinking water-bottles, and in case they wish to stay on the mountain overnight, they must take with them provisions and bedding, as they have to stay at the temples, there being no hotels on the mountain. If they wish guides, carriages (which are available as far as the foot of the mountain), or *lo-tzu-che* (Chinese chair or palanquin), they must hire them at Tang-kang-tzu. Charges: *lo-tzu-che*, from ¥3 up a day; guide (who serves also as a porter), if a Japanese, ¥2, a day; if a Chinese coolie, about 50 *sen* a day; saddle horse, about ¥1.50 per day.

Usual Itinerary. There are two routes to Chien-shan: one from the Tan -kang-tzu Station; the other, from the Chien-shan Station, next to Tang-kang-tzu. Both of them lead to Shih-chiao-tzu village at the foot of the mountain, where the ascent begins. The former route is about 8 miles and can be covered by palanquin in about 4 hours. The latter is 6 miles and can be reached by palanquin in about 3 hours. Most tourists start from Tang-kang-tzu, where better accommodations can be obtained for the trip than at the Chien-shan Station. Palanquins must be left at Shih-chiao-tzu.

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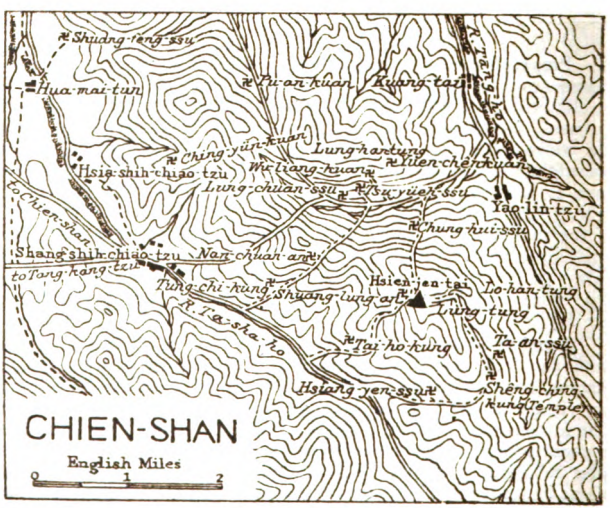
Crossing one or two mountain ridges, and passing the Nan-chuan-an Temple on the right and the Pu-an-kuan Temple on the left, the tourist will come first to the Lung-chuan-ssu Temple and then to the Tsu-yueh-ssu Temple and finally to the Wu-liang-kuan Temple. It is about 2 miles from Shih-chiao-tzu to the last-mentioned temple. A round trip usually takes about 5 hours. Those who plan to spend only a day on this trip usually turn back at the Wu-liang-kuan Temple. The whole distance from Shih-chiao-tzu to this temple and back is about 20 miles, and takes 13 hours.

Those who can afford to make a two days' trip will go on from the Wu-liang-kuan Temple to the ravine where the Chung-hui-ssu Temple (one-third mile) is situated. After visiting the temple and climbing up the steep cliff over Lo-han-tung Grotto, the tourist will come to the rear of the Ta-an-ssu Temple (2.5 mls.). Thence, skirting the mountain side and passing the Sheng-ching-kung Temple, the tourist will soon reach the Hsiang-yen-ssu Temple (1 ml.), where the sightseeing of Chien-shan practically ends. Put up at a nearby temple for the night and return on the following day. Following this plan, the distance to be covered is about 28 miles.

Views of Ravines. Among the most noteworthy ones are the ones on the peaks of Lien-hua, Yüeh-ya, Shih-tzu, Mi-lei, Ching-ping, Meng-po, Hai-lo, Sou-ching, Sung-tai, Shang-chia, Shang-hsia, and Pi-chia. At every ravine there is a temple, Buddhist, or Taoist.



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The Buddhist temples were, for the most part, established during three years (1004–1007) in the *Sung* Dynasty. The Taoist temples, about twenty in number, were established during the *Kan-lung* era (1736–1795) of the *Ching* Dynasty. At these temples prayers were offered for the health and prosperity of each succeeding emperor, as well as for peace in the North.

The Five Great Buddhist Temples are Hsiang-yen, Tsu-yüeh, Lung-chuan, Chung-hui, and Ta-an, of which Lung-chuan is the greatest. Ta-an and Chung-hui excell all the others for the classic beauty of their architecture and grandeur of their scenery. In the precipice between these two temples is a splendid view of Lo-han Grotto. On the rocky cliff behind the Tsu-yüeh Temple are engraved the four Chinese characters 鎮嶽群巒 (Monarch of Multitudinous Mountains). Close by the Hsiang-yen Temple is the *sarira* tower of Hsueh-an, a priest of the *Ying* Dynasty. On an overhanging perpendicular cliff near this temple is a terrace called Hsien-jen-tai (Gods' Terrace). This is the highest point in Chien-shan. Here is the stone board on which the Nine Gods, of the Theogony of China, played the game of '*go*', so runs the legend.

Taoist Temples. Wu-liang, Yuan-tung, Ching-yün, Pu-an, Tzu-hsiang, Feng-chao, Shuang-lung, Pao-chen, San-ching, and Yuen-chen are the Ten Main Temples; Hung-ku, Nan-chuan, Lung-chuan, and Mu-yü are the Four Arbors; Wu-lung, Chao-yang Tai-an, Tai-ho, Tung-chi, Tou-mu, Sheng-ching, Sheng-hsien, and Hsi-ying are the Nine Shrines. Of all the temples, Wu-liang-kuan is the most pretentious, ranking for its splended scenic setting with the Lung-chuan-ssu Temple.

Among the views of unique interest, too numerous to mention, the chief ones are the Four Terraces, Wo-hsiang, Hsien-pao, Po-ko, and Hsieh-hsien; the Three Stones, Tai-chi, Lien-mo, and Ying-wu; the Three Rocks, Shin-fu, Chin-ming, and Hua-yen; the Three Towers, Yü-huang, Wang-fu, and Kuan-yin; the Sacred Wells, Sung-men and Hsi-hu; and the superb spectacles of Cho-ying, Chen-i, Kan-sung, and Shih-ping.

The temples in the mountain own forests of several acres, and many pear orchards, which enable them to support themselves independently of any aid from their followers. The sour pears, a staple product of Manchuria, come from the orchards of these temples.

Chien-shan 千山 (187.7 mls.), is the name given to what was formerly called An-shan-chan Station. An-shan-chan, a small walled town, is on the right bank of the river An-shan-ho, which flows between An-shan and Feng-lung-shan, south of the station. The railway line runs between Tung-an-shan and Hsi-an-shan within view of an iron mine in active operation. ***An-shan-chan*** is a natural stronghold south of the Liao-yang Walled Town. The range of Chien-shan grows lower and lower, as it runs west, undulating all the way, and connecting with An-shan, Huang-lung-shan, until at last it is lost in the plains of the Liao-ho. In this neighborhood many of the battles of the Russo-Japanese War were fought.

An-shan-chan Iron Ore is found in Tung-an-shan, Hsi-an-shan, Tui-mien-shan, and six other mine lots, located on both sides of the railway line. Mr. Kido, an engineer of the S. M. R. Co., was the first to discover iron ore in the hill of Hsi-an-shan, and the discovery of this mine led to that of the others. The mining rights are in the

hands of the Chen-hsing Iron Ore Company, a Sino-Japanese joint concern, with the stipulation that all the ore output shall be supplied to the S. M. R. Co's An-shan Iron Works.

Location of the Mine-lots. The location and names of the mine lots, as well as the quality of the ores, are as follows: (1) An-shan and Tui-mien-shan are both about one mile south of the Chien-shan Station. Hematite is chiefly produced here. The vein is from 300 to 500 feet thick. The estimated amount of the deposits is 150,000,000 tons. (2) Tieh-shih-shan is about 1.5 miles northwest of Tang-kang-tzu Station. The chief ore produced here is magnetite. The bed is about 300 yards in length. The estimated deposits amount to 1,000,000 tons. (3) Hsiao-ling-tzu is 2.5 miles east of Tang-kang-tzu. The ore is magnetite; the deposits, about 20,000,000 or 30,000,000 tons. (4) Ta-ku-shan is about 8 miles east of the Chien-shan Station. (5) Kuan-men-shan is more than 10 miles southeast of Li-shan Station. (6) Ying-tao-yuan is 6 miles northeast of Li-shan Station. The ores are magnetite and hematite; the deposits, about 10,000,000 tons. (7) Wang-chia-pu-tzu is 6 miles east of Li-shan. The deposits are roughly estimated at over 100,000,000 tons.

Note. Of all these mine lots, those at Ta-ku-shan, Hsi-an-shan, and Ying-tao-yuan are the only ones now being worked.

An-shan 鞍山 (191 mls. from Dairen).

This station was established in 1918 for the benefit of the An-shan Iron-works. Its present building, temporary one, is built of wood, but a permanent structure is to be constructed in the center of the town before long.

Japanese Hotel. Ōmiya, near the station, has accommodations both for Japanese and foreign guests. It also operates a restaurant and a billiard saloon. Rates: 'Japanese plan', ¥4—8.

General Description. With the view of establishing an ideal, industrial city in connection with the An-shan Iron Works, the S. M. R. Co. bought here a large plot of ground (3,246 acs. in area), setting aside a portion of it for the site of the iron works, and the remaining part for the nucleus of a prospective Japanese city. It is laid out in regular squares, intersected by diagonal streets. The streets will converge to an open circular place in the center, and there will be a park at both the northern and the southern end of the city.

The ground lying west of the line is primarily designed for the Chinese town, to be established in the future. At the northern end, which adjoins the iron works, are the residences of many Chinese workmen employed by the factory. The vacant lots in this part of the town are leased by the S. M. R. Co. on the condition that houses be built on them; but as this system has been in operation for only two years, vast tracts of land still remain unoccupied, all that can be seen at present being the roads marked out for future streets.

On the main street running opposite the station, and to the left of the station are the residences of the S. M. R. Co's employees, the Police Station, Post Office, Primary School, Ōmiya Ryokan, Entertainment Hall, Electric Company's Office, and stores of different kinds. With the development of the business of the iron works, therefore, indications are not wanting that this section will grow into a considerable city at no distant date. Population, 4,000 (most of whom are Japanese).

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PAI-TA-TA-CHIEH STREET LIAO-YANG.

An-shan Iron Works is on the left side of the line and at the northern end of the projected Chinese town. It is under the management of the S. M. R. Co. The factory land covers an area of 1,226 acres. An ambitious plan is under contemplation to produce annually 1,000,000 tons of pig iron and 800,000 tons of finished products from the An-shan-chan iron ores and lime deposits, which are almost inexhaustible. As the first step toward the realization of this program, two smelting furnaces were completed in 1919, so that the annual output of pig iron now amounts to 150,000 tons.

The men employed at the works at present number about 3,000. Among the chief equipments with which the factory is now provided are the following: (1) Two Smelting-furnaces. The height of the cupola is 89 feet, the greatest inner diameter 22½ feet, the interior area 540 cubic meters. The daily output of pig iron is about 200 tons for each furnace. (2) Coke Works. There are 80 coke furnaces, with a daily output of 250 tons of coke and 80 more furnaces are under construction. (3) By-products Works are the Ammonia Sulphate Works and Refuse-brick Works. Besides these, there are: 8 hot-air furnaces at the rate of 4 to 1 (outer diameter, 20 ft.); a blower (which is capable of sending a current of 800 cubic meters of air at a pressure of 8 pounds a minute); an engine room (with a capacity of 1,100 horse power); 2 generators (each with a capacity of 3,000 kilowatts); a self-feeding water tank (interior diameter, 48 feet, height, 27 feet, with a capacity of 300,000 gallons); besides other equipment.

The ore-carrying lines start from the factory and run north and south, their total mileage is 35 miles. Those who happen to pass this place at night have the magnificent sight of towering the flames

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of the smelting furnaces and innumerable dazzling electric lights bursting out of the darkness.

Li-shan 立山 (194.2 mls. from Dairen). It is on the route to Li-shan-tun, a large town on the right bank of the Ta-sha-ho and about 3.5 miles west of the station. Li-shan-tun is a Chinese town next in importance to Liao-yang in this neighborhood. Near here is Shou-shan, Hsiang-yang-ssu and Hsin-li-tun, the heights where the Russian army took defensive positions during the Russo-Japanese War.

Leaving the Li-shan Station and running north for a while the train crosses the river Ta-sha-ho. A little ahead on the right side can be seen the top of Shou-shan Hill. The train soon passes Shou-shan Station (199.9 mls.), which used to be called Ma-i-tun. The next station is Liao-yang.

Liao-yang 遼陽

(206.4 mls. from Dairen, 40 mls. from Mukden)

Arrival. From Mukden it is 40 miles and takes about 2 hours. Fare: 1st cl. ¥2.80; 2nd cl. ¥1.80. From Dairen it takes 9—11 hours. Fare: 1st cl. ¥14.45, 2nd cl. ¥9.30. At this station there is a dining room where light meals, both Japanese and European, are served cheap and quick; and a telegraph office. **Carriage.** Fare from the station to New Town about 30 *sen;* to Walled Town, about 50 *sen.* **Jinrikisha.** Fare: to New Town, about 20 *sen;* to Walled Town, about 30 *sen.* **Hand-car Service.** Hand-cars are run on a light railway (5 mls.) leading from the station through the New Town to the outside of Hsi-men (West Gate) of the Walled Town. The cars are available both for passengers and goods. Fare: 8 *sen.*

Japanese Hotel. Ryōtō Hotel (about ⅓ mile from the station) has European style rooms as well as Japanese, with fairly good accommodations. Pai-ta park is back of it. Rates: 'Japanese plan', ¥3—7; luncheon, ¥1.50—3.50.

General Description. Liao-yang is the capital of the district of the same name. It is on the left bank of the Tai-tzu-ho, which runs southwest and empties into the Po-hai sea. On the east, a range of mountains towers above it; on the south rises Shou-shan alone, and on the west extend the plains drained by the Hun-ho. The city is divided into the New Town and the Walled Town.

The New Town covers the tract of land extending from the station as far as Hsi-kuan of the Walled Town, its total area being 150 acres. With the exception of Hakutō-taigai (*Pa-ta-ta-chieh*), Tōyō-gai (*Tung-yang-chieh*), and a couple of others, the streets are generally too thinly populated to present a prosperous aspect. The town is provided with waterworks and electric lights. Hakutō-taigai is a broad road, 72 feet in width, planted with a row of trees on each side. The Chinese carriages and wagons running to and from the Walled Town upon the arrival and departure of trains make a busy street traffic. After the Russo-Japanese War, this place enjoyed a fair measure of prosperity for a time, as it was used by the Japanese as a military base of operations, but of late it has somewhat fallen into decline. Population, 4,000 (most of whom are Japanese).

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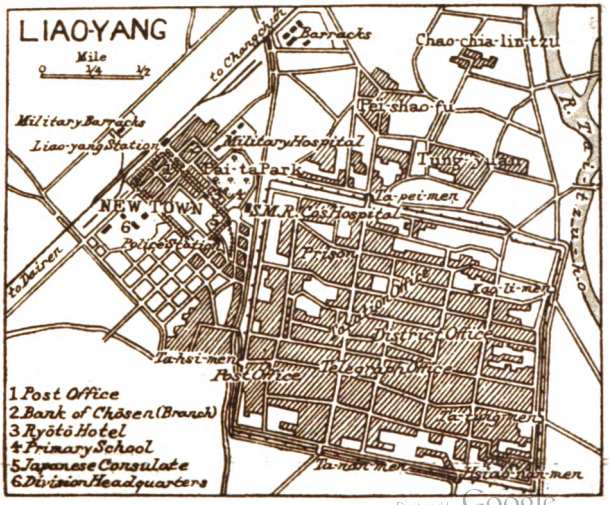
Walled Town is about two-thirds of a mile southeast of the station, with which it is connected by a good road through the New Town. It is surrounded by walls 1.5 miles from east to west and a mile north to south. The east and the south sides have two gates each, and the west and the north, one each—the gates providing communication between the inside and the outside of the town. The town has, in its center, two main streets crossing each other, from which radiate a number of small ones. The western section may be regarded as the commercial quarter; while the eastern section i occupied with residences and government offices.

This place and its vicinity have for a long time been known for the production of large quantities of beans, kaoliang, bean cakes, and distilled spirits. These products used to be transported by water on the Tai-tzu-ho down to Yingkou, but since the opening of the railway, the greater part of them are carried by rail to Dairen and Yingkou. The annual volume of goods to and from the Liao-yang Station aggregates, according to the latest returns, about 220,000 tons, of which 95,000 tons represent those sent out from the station. Population, 35,000 (of the Walled Town together with Hsi-kuan and Pei-kuan, outside the town).

History. Liao-yang, which was one of the capital cities of Manchuria, ranked next to Mukden in prosperity. In ancient times, during the *Shang* and *Yin* Dynasties (1776-1122 B. C.) it was part of the province of *Yu-hung-ching-chou;* during the *Han* Dynasty (2nd century B. C.), a district named *Liao-yang-chun* was created around it. During the *Tung-Han* Dynasty (2nd and 3rd centuries),



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a castle called *Hsiang-ping-cheng* was built here and used as residence by the governors of *Liaotung*. But when *Kung-sun-yuan*, one of its governors, revolted against the central government, the castle was besieged by the king of *Wei*, and for a long time after that, the town remained Korean territory.

After the Korean expedition undertaken during the *Tang* Dynasty, Liao-yang became the capital city of the kingdom of *Po-hai* under the name of *Hsien-tl-fu*. During the *Liao* and *Ching* Dynasties, it was incorporated into *Shen-yang-lu* and again, during the *Ming* Dynasty, *Tu-ssu-cheng*, a walled town, was established here, with the object of exercising jurisdiction over Liaotung.

At the beginning of the *Ching* Dynasty, it was made the capital of the whole country, but the capital was later transferred to Mukden. Since that time it has remained the principal city of the Liao-yang District.

Government Offices, etc. *Chinese:* Liao-yang-hsien District Office; Liao-yang Police Office; Local Court of Justice; Local Court of Prosecution; Prison; Taxation Office; Post Office; Telegraph Office; all of which are in Walled Town. *Japanese:* Japanese Consulate; Division Headquarters; Military Barracks; Military Hospital; Police Station; Post Office; S. M. R. Co.'s Local Administration Office; S. M. R. Co.'s Hospital; Primary School; Primary School (for Chinese children); Electric Light Company (a Sino-Japanese joint concern, which supplies light to the New Town and the Walled Town); Bank of Chōsen, Branch; Ryōyō Bank; Ryōyō Shimpō (newspaper) Office; Ryōyō Shrine. *Churches:* English Christian Church; French Roman Catholic Church.

Tai-tzu-ho River rises on the border of the Pen-hsi-hsien District. Running across the district of Liao-yang and turning west on the north of the Walled Town, it joins the Hun-ho at San-cha-kou and empties into the main stream of the Liao-ho, which ultimately flows into the Po-hai sea. This river is navigable for a distance of about 170 miles. It is 1,200 feet broad at its widest and 350 feet at its narrowest part. For about four months, from the end of October till the beginning of March every year, the river is frozen over, rendering water transportation impossible, but in the other seasons, junks run freely between Yingkou and Liao-yang, the depth of the water being from 4 to 10 feet. The pier is at Huang-chia-ling-tzu, east of the walled town of Liao-yang. During the season when the river is high, junks of small size can sail up the stream for 5 miles above the pier, while small boats can go up as far as Pen-hsi-hu and Wei-ning-ying, from where they carry back coal, charcoal, and fire wood.

Industries. The chief industries of this city are those of Shao-kuo (spirits distilled from kaoliang), and yufang (bean cakes). But they are carried on by the Chinese and with primitive methods, machinery being used in few cases. Liao-yang has long been known for distilled spirits, the excellent quality of which is due to the quality of the water of the Tai-tzu-ho. The annual output is said to be about 3,000,000 pounds, one-third of which is consumed in the neighboring locality, and the rest is exported to the Yingkou region.

There are about twenty yufang factories about the city, the annual output being 800,000 bean cakes. The greater part is exported to Yingkou and Dairen.

Palaces of Interest.

Chūkon-dō (Soldiers' Shrine) is about two-thirds of a mile south of the station. This shrine is dedicated to the souls of the Japanese

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officers and men—about 14,000 in number—who fell in the battles between Kai-ping and Yen-tai during the Russo-Japanese War.

Pai-ta Park (White Tower Park) is about one-third of a mile east of the station, in the New Town. Here stood the old temple named *Kuan-yu-ssu*, which was founded during the *Tung Han* Dynasty. The greatest attraction in the park is the well-known Pai-ta (White Tower), of Liao-yang. It is a 16-storied tower, 230 feet in height, with Buddha images carved on its sides. The date of its construction is not exactly known, but there can be little doubt of its being over 1,000 years old, probably being built after the *Kokoli* Period. The Kuan-yu-ssu Temple was destroyed by fire during the Russo-Japanese War. There remain only two shapeless Buddha images, one large and, the other small, which stand exposed to the elements, telling a tragic tale of warfare. The grounds are now turned into a park, containing the Ryōyō Shrine.

Tung-ching-ling (Royal Mausoleum) is north of Hsin-cheng,* (New Walled Town), about 5 miles northeast of the station. This mausoleum is dedicated to Prince *Chang* and others, who rendered meritorious services to the first emperor of the *Ching* Dynasty at the time of its foundation. The red walls surrounding the mound, interspersed by the evergreen pine trees, make a fine picture. From its top a view can be obtained of the river Tai-tzu-ho, flowing below, as well as of the Walled Town of Liao-yang within a stone's throw.

*Hsin-cheng, a detached castle established by the founder of the *Ching* Dynasty, has now fallen into decay, there remaining nothing but its ruins.

Besides these, outside the Walled Town of Liao-yang are scattered a number of temples. Among them are the Kuan-ti-miao, Tung-hui-ssu, Hsi-hui-ssu, Kung-tzu-miao, Yü-huang-miao and Cheng-huang-miao temples. All these buildings are ancient relics of the ages prior to the *Ming* Dynasty.

Soon after leaving Liao-yang, the train crosses the iron bridge over the Tai-tzu-ho River and comes to Chang-tai-tzu (214.5 mls.). Lo-ta-tai, about one mile southeast of the Chang-tai-tzu station, is well known for the production of building stone and lime. The winding hill rising west of Chang-tai-tzu is called Lung-wang-ting-shan. Here, at the Battle of Liao-yang the Russian army took a stand, covering the retreat of their main force against the turning movement made by Kuroki's Army to outflank them. Hei-ying-tai, where one of the severest fights took place between the contending armies during the same campaign, is close by.

Wei-ming-shan and Ha-ma-kong Coal Mines are both about 12 miles east of the station. They are adjacent to the Yen-tai coal mine. The former is under the management of Tien-ri Kung-ssu, a Chinese government undertaking; the latter, is under the operation of Feng-shun Kung-ssu. They used to be worked by hand instead of by machinery,but as it did not pay, their operation has been suspended for the present.

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The next station is Yen-tai (220.3 mls.), so called because there was formerly a *lang-yen-tai* here, an alarm station where rockets were shot up as signals or warnings. In this village the Commander-in-chief of the Japanese Manchurian Army had his headquarters while preparations were being made for the Battle of the Sha-ho. Here is the Japanese garrison, military barracks, and a post office.

Yen-tai Coal Mine is about 10 miles east of the station. A coal line connects the station with Mo-chi-san, the entrance to the mine. Its coal fields extend for about a mile from east to west and 3.5 miles from north to south. The deposits of coal are roughly estimated at about 20,000,000 tons. The coal is semi-anthracite. The daily output of the mine is about 300 tons.

This colliery was first discovered by a certain *Li*, a native of ancient Korea, about 1,000 years ago. Since the beginning of the *Ching* Dynasty, his descendants inherited its mining rights by a special goverment charter until it was bought by the Chinese Eastern Railway Company. Later, it passed into the hands of the S. M. R. Co. who now own it. Side by side with Mō-chi-shan, at the entrance to the mine, rise Shih-li-shan and San-kua-shan, heights which are associated with the Battle of Sha-ho.

Sha-ho 沙河 (230.9 mls.) is a small station on a river of the same name. The stream of the Sha-ho was known as a natural defense work separating the two opposing armies, Japanese and Russian, during the winter encampment in Manchuria. The neighborhood of the iron bridge north of the station was of such strategic importance that it was fiercely contested for by the two armies. The station and its vicinity, made the target of the cannonade from the Russian artillery, suffered severe damage, and presented a dreary spectacle. Close by are Wang-pao-shan, Shih-li-ho, Hei-kou-tai, and many other well known battle fields of the Russo-Japanese War.

Su-chia-tun 蘇家屯 (236.7 mls.) is the junction station where passengers bound for the Antung-Mukden Line (Route XII) and for the Fu-shun Branch Line (Route XIV) have to change cars. A Branch of the Fengtien Police Station, a Post Office, and Military Barracks, are located here.

During the Russo-Japanese War, this place was the rendezvous of the whole Russian army, pending the Battle of the Sha-ho. For the transportation of troops and munitions they built a military railway between here and Mo-chia-pu, on the left bank of the Hun-ho, northwest of the station.

About 4 miles from Su-chia-tun is Hun-ho (241 mls.). Going north for a short distance and crossing the iron bridge which spans the main stream of the Hun-ho River, with the factory of the South Manchurian Sugar Refining Company in view on the left side, the train soon reaches Mukden (see Route XIII).

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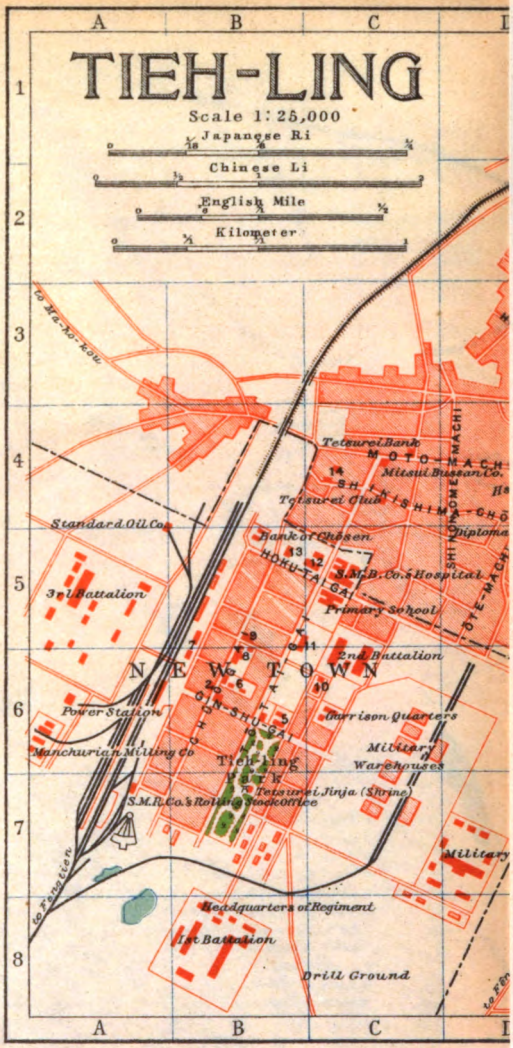

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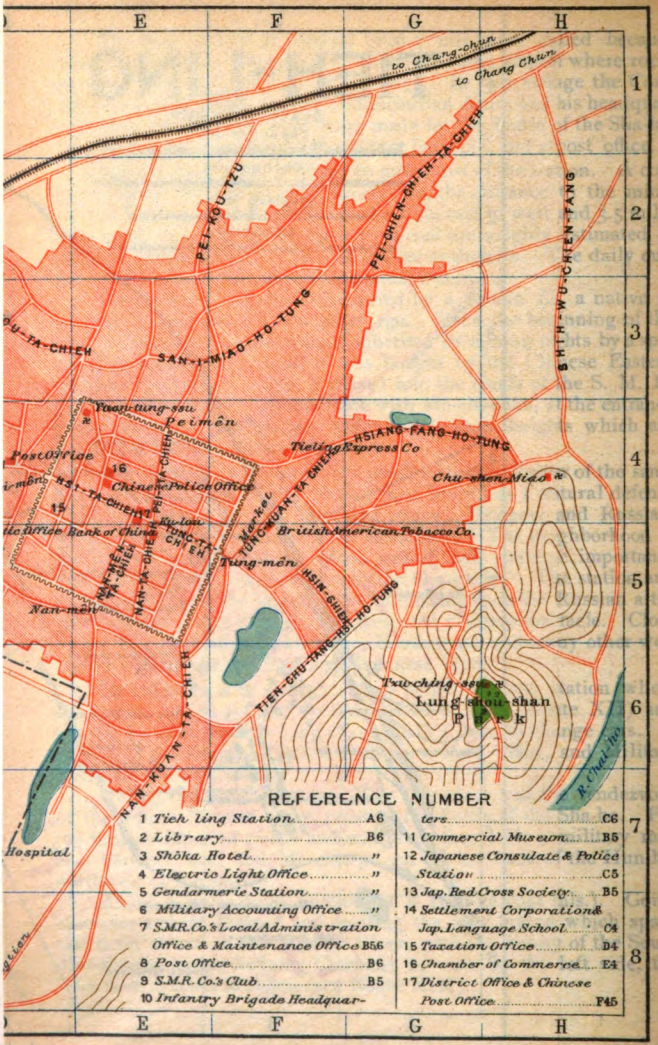

REFERENCE NUMBER

1	Tieh ling Station	A6	
2	Library	B6	
3	Shôka Hotel	"	
4	Electric Light Office	"	
5	Gendarmerie Station	"	
6	Military Accounting Office	"	
7	S.M.R. Co's Local Administration Office & Maintenance Office	B56	
8	Post Office	B6	
9	S.M.R. Co's Club	B5	
10	Infantry Brigade Headquarters	C6	
11	Commercial Museum	B5	
12	Japanese Consulate & Police Station	C5	
13	Jap. Red Cross Society	B5	
14	Settlement Corporation & Jap. Language School	C4	
15	Taxation Office	D4	
16	Chamber of Commerce	E4	
17	District Office & Chinese Post Office	F45	

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Route XIX. Mukden to Changchun.

(Ssupingkai–Chengchiatun Railway).

This line, the northern half of the S. M. R. Main Line which connects Dairen and Changchun (435.8 mls.), is 189.4 miles long. It was single track throughout, but is, now being widened into a double track, the work beginning at Mukden. *Fare:* between Mukden and Changchun, 1st cl., ¥13. 25; 2nd cl. ¥8.50; between Mukden and Ssu-ping-kai, 1st cl. ¥8.85, 2nd cl. ¥5.70.

Train Service. There are three daily through trains between Dairen and Changchun (about 10 hrs. is required to cover the distance between Mukden and Changchun). In addition, there is one through train daily between Kai-yuan and Yingkou, and also one between Changchun and Yingkou. **Train Accommodations.** First class sleeping and dining cars are run on the through trains between Dairen and Changchun. For particulars, see the first page of Route XVIII.

The Stop-over Stations are: Tieh-ling, Kai-yuan, Chang-tu, Ssu-ping-kai, Kung-chu-ling, and Fan-chia-tun.

Connecting Lines. At the S. M. R. Mukden Station this line connects with the Peking-Mukden Line and the Antung-Mukden Line; at Ssu-ping-kai, with the Ssu-ping-kai—Cheng-chia-tun Railway Line; at Changchun, with the Kirin-Changchun Line and the Chinese Eastern Railway Line.

Soon after leaving the Mukden station, the train crosses the railway line between the Huang-ku-tun and the Shen-yang Station, and running north, with the woods of Pei-ling (North Mausoleum) in view on the left and the hill adjoining Tung-ling (East Mausoleum) on the right, it soon reaches Wen-kuan-tun (254.5 mls. from Dairen). To the north, on the left, the undulating lower extention of the Chang-pai-shan range is still in sight. But all along the left side of the track, as far as the eye can reach over the vast grassy prairie or cultivated fields, extend the so called plains of the Liao-ho with their Chinese hamlets few and far between. As the train proceeds, Hu-shih-tai (259. 2 mls.) and Hsin-cheng-tzu (266. 7 mls.) are passed in succession, and Hsin-tai-tzu is reached.

VIEW OF THE WALLED TOWN, TIEH-LING.

Hsin-tai-tzu (274.2 mls.) used to be a very small village, without a house in the vicinity of the station. But in the past few years it has attained rapid development, becoming the business center of the surrounding country, whose products are gathered here in large quantities for rail transportation. At present it has a population of 700. At the foot of the hill, east of the station, is I-lu, which was a post station of strategic importance in ancient times and during the Russo-Japanese War, General Nozu had his headquarters here for some time after the Battle of Mukden. Still running north for 7 or 8 miles, crossing the Ta-fan-ho River, near where one detachment of Kuroki's Army closely pursued the Russian troops retreating from Mukden after the battle, the train comes to Tê-sheng-tai (284. 9 mls,), on the left bank of the river.

Tieh-ling 鐵嶺

(290. 8 mls. from Dairen; 145 mls. from Changchun).

Arrival. Tieh-ling is 44 miles from Mukden and can be reached in about 2 hours. *Fare:* 1st cl. ¥3.10; 2nd cl. ¥2. **Station Accommodations.** Porters (who carry the passenger's baggage for 3 *sen* a piece); Station Dining-hall, where light meals, both Japanese and European, are served quick and cheap; simple lodgings (50 *sen* for a night); Telegraph Office, Agency; Public Telephone (5 *sen* per conversation within the city limits). **Jinrikisha** fare from the station: to New Town, 20—30 *sen;* to Walled Town, about 40 *sen.*

Japanese Hotel. Shōka Hotel (Pl. 3, B 6; opposite the station). Rates: 'Japanese plan', ¥3—6.

General Description. Tieh-ling is the seat of the Tieh-ling District Office in the province of Fengtien, and is one of the leading cities on the S. M. R. Main Line. On the southeast, it is sheltered by a winding hill; while far away to the east is a range of mountains. The river Chai-ho skirts the northeastern side of the city and at a point about 2 miles northwest of it joins the main stream of the Liao-ho. On the west, it adjoins the plains drained by the Liao-ho and is not far from the substantial pier at Ma-fêng-kou, thus having the advantages of both water and land transportation. For a long time the business of this place had a wide commercial range: in the south, it carried on trade with I-lu; in the west, with Fa-ku-men; in the northwest, with such far away places as Ta-ko-ta, Hai-lung-cheng, and Chao-yang-chen, beyond Kai-yuan. In those days the amount of cereals brought here for transportation aggregated more than 5,000,000 bushels. But since the opening of the railway, the water traffic between this place and Yingkou has decreased greatly, due to the facilities offered by the railway. Moreover, owing to a shift in the markets, most of the goods from the interior now go to Kai-yuan instead of coming here, so that this city has lost much of its former prosperity in both commerce and industry.

New Town, a sub-division of Tieh-ling, occupies part of the S. M. R. Co's Leased Ground (which has a total area of 1,446 acres).

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Its northern end adjoins the foreign settlement located outside the Hsi-kuan (West Gate) of the Walled Town. This neighborhood, formerly a marsh, was filled in while in possession of the Chinese Eastern Railway Company. Now, under the management of the S. M. R. Co., it is a modern town with regularly laid out streets, waterworks, parks, electric light, and other up-to-date conveniences Among the principal streets are Gin-shu-gai (*Yin-chou-chieh*), which leads to the station, Hoku-tai-gai (*Pei-ta-chieh*), running north, paralleled to the first, Sei-en-gai (*Hsi-yen-chieh*), Chūō-gai (*Chung-yang-chieh*), and Tō-tai-gai (*Tung-ta-chieh*), which cross the two first mentioned streets at right angles. As yet, there are few Chinese residents in this section, and not many stores: the district being occupied chiefly by the Japanese government offices, S. M. R. Co's various offices, and residences for its employees. Population, 2,000.

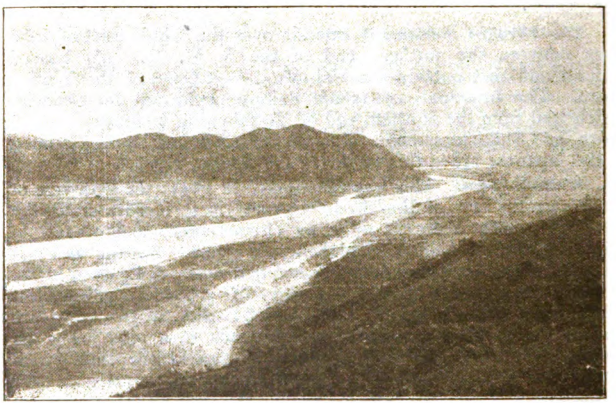
The Foreign Settlement extends over the whole tract of land lying between the northern end of the S. M. R. Co's Leased Ground and that outside the Hsi-mên (West Gate) of the Walled Town. The principal streets are Sakura-machi and Moto-machi, which lead from the northern end of Tō-tai-gai to Hsi-mên, Walled Town, and Shikishima-chō. Most of the banks and stores operated by the Japanese are in this section. Population, 1,300.

Walled Town. This was constructed in 1392 (the 25th year of the *Hung-wu* era of the *Ming* Dynasty). It is surrounded by brick walls more than 1.5 miles in circumference and 20 feet in height. On each of the four sides there is a gate. But the west and north gates are now being pulled down, their brick being used in the construction of roads and for drainage. The Chinese government offices are in Walled Town. The busiest portion of the Town are the four great streets, each of which leads to a gate. Though narrow and far from being good, these streets are lined with numerous stores and are busy thoroughfares. The east and west streets run beyond the gates. Outside the east gate are the residences of a number of wealthy merchants engaged in the liang-chan (corn factor) and the yufang (bean oil and bean cake) business. The foreign settlement, already referred to, is outside the west gate. Population, Walled Town, 30,000.

History. Tieh-ling was part of an ancient kingdom called *Yüeh-hai*. Later, during the period of *Kokoli*, it was known as *Tung-shan-shien* district. When King *Po-hai* gained ascendency over this country, he renamed it *Fu-chou;* and again, when the *Tai-tzu* (Founder) of the *Liao* Dynasty subjugated it, he changed its name to that of *Ying-chou*, giving it jurisdiction over the three districts of *Yên-chih*, *Hsin-hsing*, and *Yung-ping*. It was not until 1664 during the *Ching* Dynasty, that the present district of Tieh-ling-hsien, was created.

Government Offices, etc. *Chinese:* District Office (Pl. 17, E 4); Diplomatic Office (Pl. D 5); Police Office (Pl. E 4); Taxation Office (Pl. 15, D 4); Post Office (Pl. 14, E 5); Telephone Office; Chamber of Commerce (Pl. 16, E 4); Various Schools; all in Walled Town.

Japanese: Consulate (Pl. 12, C 5; *Hoku-tai-gai*); Military Offices; Police Station (Pl. 12, C 5; *Tō-tai-gai*); Post Office (Pl. 8, B 6); Garrison Quarters (Pl. C 6; *near the station*); Gendarmerie Station (Pl. 5, B 6; *do.*); Military Hospital (Pl. D 7; *do.*); S. M. R. Co's Hospital (Pl. C 5; *Hoku-tai-gai*); S. M. R. Co's Local Admintsiration Office (Pl. 7, B 6; *Sei-en-gai*); S. M. R. Co 's Maintenance (Pl. 7, B 5) and Rolling Stock Offices (Pl. A 7; *Sei-en-gai*); S. M. R. Co.'s Club (Pl. 9, B 5; *Chū-ō-gai*); Electric Light Office (Pl. 4, B 6, *Tō-tai-gai*); Higher Primary School (Pl. C 5; *Hoku-tai-gai*); all in New Town; Japanese Language School (Pl. 14, C 4; *Shikishima-chō*, Foreign Settlement); Infantry Brigade Headquarters (Pl. 10, C 6; *Shikishima-chō*); Settlement Corporation (Pl. 14, C 4; *Shikishima-chō*); Tetsurei Jihō (Newspaper) Office (*Moto-machi*); Tetsurei Club (Pl. C 4; *Shikishima-chō*).



CHAI-HO RIVER, NEAR TIEH-LING.

Banks. Japanese: Bank of Chōsen, Agency (Pl. B 5; *Hoku-tai-gai*); Tetsurei Bank (Pl. C 4; *Motc-machi*, Foreign Settlement); Industrial Bank (*Shikishima-chō*); Sino-Japanese Bank (south of *Ku-lou*, Walled Town). Chinese: Bank of China (Pl. 20, E 5; near *Ku-lou*, Walled Town); Bank of Communications (*Tung-kuan*); Fengtien Commercial Bank, Branch (north of *Tung-mên*); Three Eastern Provinces Bank, Branch (*Tung-kuan*).

Companies and Stores. Mitsui Bussan Kaisha, Agency (Pl. C 4; *Moto-machi*, Foreign Settlement); Suzuki Shōten, Agency (*Tō-tai-gai*, New Town); Manchurian Milling Company* (Pl. A 6; west of the railway line, New Town); Commercial Museum** (Pl. 11, B 5; *Tō-tai-gai*); Yamaguchi Transportation Company, Agency (*Ginshū-gai*, New Town); Trust Company (*Ōte-machi*, Foreign Settlement);

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I-hsin-yang-hang (coal; New Town); Yung-i-ho (inside the North Gate, Walled Town; corn factor); Kung-chi-chan (*Tung-kuan-ta-chieh;* corn factor); Ying-fa-ho (Walled Town; money exchange); I-hsing-ho (outside the East Gate; money exchange); Hsing-yeh-chan (*Hoku-tai-gai;* corn factor); British-American Tobacco Co. (*Tung-kuan-ta-chieh*); Standard Oil Co. of New York (outside the East Gate).

***Manchurian Milling Company.** This was established by Japanese capitalists in 1905 with a capital of 1,000,000 *yen*, in order to emulate the Russian Milling Company at Harbin. It is on a large scale. With an eye to a further extension of its business, a branch mill has recently been started at Changchun. It maintains an agency at Harbin for the purpose of purchasing raw material. The annual output amounts to 456,500 sacks of flour (valued at 1,620,000 *yen*) and 59,700 sacks of *fu* (a kind of food made from wheat gluten). Some of the wheat used in milling comes from Tieh-ling, Kai-yuan, Ssu-ping-kai, and vicinity, but the greater part comes from the localities lying north of Changchun. The flour is marketed at Yingkou, Dairen, Fushun, Kirin, and Antung.

****Commercial Museum.** This is operated by a joint-stock company. Japanese manufactures of various kinds are both exhibited and sold here. It also acts as an export and import agency for goods to and from Manchuria and Mongolia, and sometimes engages in foreign trade direct. It was established in 1913 with a capital of 200,000 *yen*. A further expansion of its business in the near future is under contemplation. It has agencies at Cheng-chia-tun (see P. 257) and Tao-nan (see P. 258), their business being to introduce Japanese goods to Chinese customers.

Commerce. While it is true that since the opening of the railway, most of the products from the interior parts of the country have gone to Kai-yuan, which is a rapidly growing city with great facilities for transportation, yet the greater part of the miscellaneous commodities bound for the interior pass through Tieh-ling, which, being an open city, has long been the chief distribution center for the regions lying north of Mukden and it boasts a number of old stores of established integrity. The freight brought by the railway to Tieh-ling Station amounted, according to the latest tabulations, to 144,600 tons in the past year; those from it, to 137,000 tons. Its exports only amount to two-fifths of those of Kai-yuan, but in its imports, it exceeds Kai-yuan. The chief exports are beans (which head the list) bean cake, and cereals. The principal imports are cotton yarn and cloth, groceries, salt, timber, and kerosene.

Industries. Among the principal industries are those of yufang (bean oil and bean cake), shao-kuo (distilled spirits), mofang (milling), brick making, and the manufacture of textile fabrics. These, however, are mostly followed as auxiliary occupations when the cultivation and harvesting of agricultural crops cannot be engaged in, and naturally the methods employed are primitive. The Manchurian Milling Company so far is the only concern making an extensive use of machinery, its large business requiring the most modern machines.

Yufang. There are eleven leading factories engaged in this industry. The greater part of them are outside the East Gate. Machinery is used in five or six of them, but none of them do a

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large business. The annual output is about 400,000 pieces of bean cake and about 2,000,600 pounds of bean oil.

Mofang. The establishment of the Manchurian Milling Company above referred to has proved a great blow to the smaller mofang factories conducted by Chinese, many of them having had to close out their business. Yet a fairly large number of them still exist. The annual estimated output is not less than 3,000,000 pounds of flour.

Shaokuo. Until recently there were three factories engaged in this industry on quite a large scale, but two of them, unable to maintain their business, have ceased to exist, so that at present there is only one left the I-lung-yung Brewery. Its annual output, about 200,000 pounds, is not sufficient for local consumption, and is supplemented by importations from Mukden and Kai-yuan.

Ma-fêng-kou Pier is about 2.5 miles west of the Tieh-ling Station, on a curve of the Liao-ho River. Handcars are used for the transportation of goods from the district east of the Walled Town to the station and pier enclosure.

Ma-fêng-kou itself is about 300 miles by water and about 160 miles by land from Yingkou (see Route XVII). The whole distance being navigable for junks, commodities from the interior used to be conveyed by water to Yingkou, thereby making Tieh-ling a flourishing city, but, as stated, the opening of the railway, as well as the establishment of a pier at Tung-kiang-kou, has deprived this place of much of its former prosperity But now that water traffic to Tung-kiang-kou is, in its turn, on the wane, the Ma-fêng-kou route is again being used for the transportation of beans and cereals, because Yingkou can be reached from Tieh-ling in four or five days during the season when the river is full, and because the freight rates by water are lower than by rail.

Places of Interest. ***Tieh-ling Park*** (Pl. B 6, 7) covering an area of 5 acres, on Ginshū-gai, New Town, is under the management of the S. M. R. Co. In the center is the Tetsurei Shrine. The Park contains ponds and playgrounds, which, together with the attraction of its various trees and flowers in their respective seasons, make it a fine pleasure resort.

Lung-shou-shan (Pl. H 6) is the hill two-thirds of a mile from the East Gate of the Walled Town. It is the only recreation ground in Tieh-ling under the joint management of Japanese and Chinese. *Jinrikisha* go as far as its foot. On its summit are the Tzu-ching-ssu Temple, an old tower, and the monument erected in memory of the late Japanese Military Administrator Kawasaki. It commands a large panorama of the surrounding country as well as a bird's eye view of the whole city of Tieh-ling, right below, and the clear stream of the Chai-ho, rushing along the eastern base of the hill, can also be seen; and to the west, across the railway line, is the water traffic following the serpentine course of the Liao-ho.

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White Tower is in the grounds of the Yuan-tung-ssu Temple, in the northwestern corner of the Walled Town. It is a 13-storied pagoda and is as widely known as the White Tower on the top of Lung-shou-shan. It is said to be the oldest building extant in Tieh-ling.

Tung-kiang-kou 通江口 is on the left bank of the Liao-ho, about 30 miles northwest of Tieh-lin and about 24 miles west of Kai-yuan. It is a city with a population of 5,000 and is under the jurisdiction of Chang-tu-hsien District. Containing one of the leading piers on the Liao-ho, the uppermost on the river till the opening of that at San-kiang-kou, (about 140 mls. above Tung-kiang-kou, for which see P. 256), and it became the distribution center for almost all the cereals from Petuna, Nung-an, Cheng-chia-tun, and Pa-mien-chêng, on the upper course of the river. The annual transactions in those days amounted to 4,000,000 bushels, enabling this city almost to outrank Tieh-ling in prosperity; but since the Russo-Japanese War, it has been gradually declining until at present its annual dealings do not exceed 1,000,000 bushels.

Fa-ku-men 法庫門 is about 30 miles northwest of Tieh-ling and about 17 miles southwest of Tung-kiang-kou. It adjoins Chang-cha, one of the Palisades (see P. 152). On the north it is sheltered by Fa-ku-shan Hill. The city is surrounded by mud walls, about 2.5 miles round, and has a gate on each side. In the center are the Lao-yeh-miao temple and Hsin-an Market. On the height at the western end is the Niang-niang-miao Temple. Population, 22,000. The District Governor's office and various other Chinese offices, as well as the branch police station under the Japanese consulate at Tieh-ling, are located here. There are about 0 Japanese residents in the city. At the conclusion of the Russo-Japanese War, this city was thrown open to foreign commerce, and as one of the trade centers of Manchuria and Mongolia, had enjoyed great prosperity for a time; but with the establishment of Chêng-chia-tun city, it has of late lost much of its former business activity.

Leaving Tieh-ling and running north for a while, with the main stream of the Liao-ho in view on the left, Ping-ting-pu (297.5 mls.) is reached. ***Kao-li-chan***, about 1.5 miles south of the station, was a relay station for the transmission of official messages during the *Ching* Dynasty. After passing Ping-ting-pu, the main stream of the Liao-ho turns west, away from the railway line, which now runs northward more or less parallel with one of the Liao-ho's tributaries. The next station is Chung-ku (304. 1 mls.). This place, though now a small village, is said to have been a point of strategic importance in ancient times, well populated, a castle having been built here during the *Ming* Dynasty. Mei-chia-chai, a mile or two east of the station, is where General Nozu had his headquarters during the Russo-Japanese War. In the neighborhood are a large number of plum trees, which are a great attraction in the spring.

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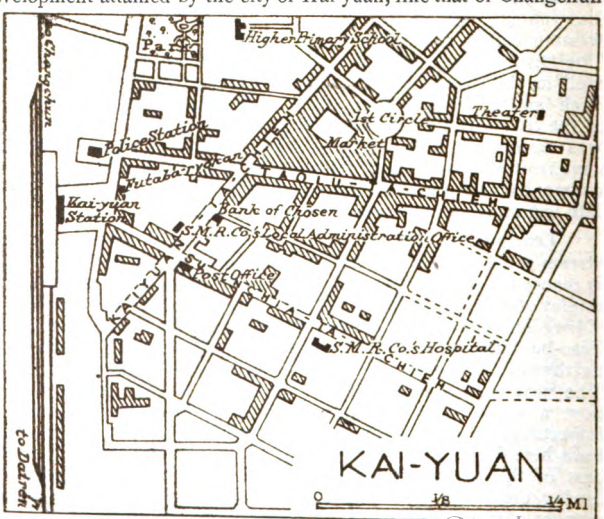
Kai-yuan 開原

(311.6 mls. from Dairen; 124.2 mls. from Changchun)

Arrival. It is 65.2 miles from Mukden and can be reached in about 3 hours. Fare: 1st cl., ¥4.55; 2nd cl., ¥2.95. **Station Accommodations.** Porters (who carry passenger's baggage for 3 *sen* for a piece); stores, exchange shop, and a telegraph office. **Jinrikisha** are available between the station and the city.

Hotels. Futaba-ryokan and Ebisuya-ryokan, both of which are opposite the station. Rates: 'Japanese plan,' ¥3—6. There are also a number of Chinese hotels.

General Description. ***New Town*** extends over a tract of land around the Kai-yuan Station, west of the railway line. The S. M. R. Co.'s Leased Ground covers an area of 1,503 acres, part of which is given over for the town. This place, once a stretch of wilderness, was, until about ten years ago, a small hamlet in the suburbs of the Walled Town of Kai-yuan. But the opening of the railway, which has in its turn caused a decline in the water traffic of the Liao-ho, has given Kai-yuan an important position in the land route in the transportation of beans from Hai-lung-chêng and Tao-lu, where they are produced, to their markets. Since 1908 this city has become the great distribution center for beans, the staple product of Manchuria, a fact having much to do with the lessened trade of Tieh-ling. The development attained by the city of Kai-yuan, like that of Changchun



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and Ssu-ping-kai, is most remarkable, greater than that of any other city along its whole main line which is located on S. M. R. Co's Leased Ground. Furthermore, it is believed that, in time, it is bound to make still greater progress. The principal streets of the city are Kai-yuan-ta-chieh, Tao-lu-ta-chieh, and Sunchia-ta-chieh, the three central streets which radiate from the station, and a large number of smaller ones which intersect them in all directions. Kai-yuan-ta-chieh and Taolu-ta-chieh are the busiest streets: the former the home of a number of banks, corporations, stores, operated by Japanese; the latter, quite different, has the appearance of a genuine Chinese street, with Chinese provision stores and many other big stores with various kinds of merchandise on either side; all tending to make business here very active. An especially interesting sight in winter is the mile-long lines of Chinese dray carts loaded with beans as they stream into the city. The enclosure at the station becomes filled with great mounds of piled up bean sacks: there seems to be beans everywhere.

Walled Town, about 6 miles northeast of the station, on the right bank of the Ching-ho, has been known since the days of *Kokoli* and *Po-hai*. It is now the administrative seat of Kai-yuan-hsien District. Surrounded by walls 35 feet in height, they are themselves encircled by a moat 10 feet in depth, 40 feet in breadth, and more than 4 miles in circumference, with a gate each side. It is on the roads which lead to Kirin, Changchun, and Ying-ê-cheng. Shielded on the north by Huang-lung-kan it is a stronghold naturally defended by mountain and river, and from old has been regarded as a place of great strategic value in the North, so much so that during the *Ming* Dynasty it ranked with Liao-yang in importance and in prosperity. Now it is fast declining, in proportion as the New Town is developed. The Chinese government offices are located here: an old white tower, which reminds the visitor of days long past is an interesting object. Population, 20,000.

Government Offices, etc. Chinese: Kai-yuan-hsien District Office; Post Office; Telegraph Office; Taxation Office; Schools; all in Walled Town. Japanese: Police Station; Military Offices; Garrison; Post Office; S. M. R. Co's Local Administration Office; S. M. R. Co's Hospital; Primary and Higher Primary Schools; Primary School (for Chinese children); all these are in New Town.

Banks. Japanese: Seiryū Bank, Branch; Bank of Chōsen, Branch; Yokohama Specie Bank, Agency; these are in New Town. Chinese: Fengtien Commercial Bank; Bank of Communications; Three Eastern Provinces Bank; Bank of China; all in New Town.

Companies and Stores. Mitsui Bussan Company, Agency; Suzuki Shōten, Agency; Yamaguchi Transportation Company; Exchange Trust Company; Electric Light Company. ***Merchants.*** Japanese: Nisshin-san or *Jih-ching-chan* (staple products); Hōtai-san or *Fêng-tai-chan* (do.); Yūshin-yōkō or *Yu-hsin-yang-hang*

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(do.); Shusei-yōkō or *Hsiu-shêng-yang-hang* (do.); Shōshō-kōshi or *Sun-chang-kung-ssu* (coal). Chinese: *Corn factors:* Tsien-hsing-chan; Tien-tsêng; Tien-i-li; Wen-fa-ho; Chung-hsin-hao; Tung-hsing-chan; Tung-shun-hsiang; Tung-yung-mao; Ching-li-chuan; Ying-fa-ho; Pu-fa-ho; Hua-fa-ho; Yun-tung-ta; Fu-shun-chêng; Fu-chi-chan; Fu-chi-chi-chan; Fu-shun-chan; Kuang-tai-hsiang. *Exchange Shops:* Tien-ho-hsing; Chung-ho-chan; Yung-fa-chan; Hsin-i-chang; Fu-chêng-ta; I-hsing-ho. All these are in New Town.

Commerce. The chief items of trade at Kai-yuan are the staple products of Manchuria: beans, kaoliang, and cereals. The keynote of the wonderful rapidity of Kai-yuan into its development as a great commercial city is the fact that it has become the market and the distribution point for the beans grown in the neighboring sections and in the interior districts (Hai-lung-chêng, Chao-yang-chen, Ta-tu-chuan, and Ta-ko-ta). The larger part of the beans is sent by rail to Yingkou and Dairen. The principal imports are cotton yarn and cotton cloth, kerosene and general merchandise. These seem to be on the increase, but as Kai-yuan is not an open city (open to foreign trade), the imported goods, if taken out of New Town have the disadvantage of having to pay a double tax, and therefore comparatively few of the imports destined for the interior pass through Kai-yuan. This accounts for its leading Tieh-ling in exports, but falling behind in import. The annual spot transactions at Kai-yuan, according to the latest statistics, involve 2,800,000 bushels of products valued at $6,991,000. The exports from Kai-yuan Station total 338,000 tons, the imports, 115,000 tons.

Industries. The most important industry of this city is the yufang. The principal factories are Li-fa-ho, Tsêng-i-tung, I-shun-hao, Yu-fa-hsiang, and Ta-yu-tung, five in all. There are also a number of smaller ones. The annual output aggregates 460,000 bean cakes (valued at 675,000 *yen*) and 2,756,000 pounds of bean oil (valued at 482,000 *yen*). Recently, as the result of the restrictions placed on the yufang industry at Dairen by the authorities, the number of factories in Kai-yuan are gradually increasing.

Nearby Towns. East of Kai-yuan are Tao-lu, Shan-cheng-tzu, Ta-ko-ta, Ta-tu-chuan, Hai lung-cheng, and Chao-yang-chen, the nearest is Tao-lu, 45 miles distant, the farthest Chao-yang-chen, 130 miles. All of them are in districts noted for their fertile soil and agricultural products, especially for their abundant production of beans, the larger part of which is carted to Kai-yuan, and as this makes the commercial relations between Kai-yuan and these cities very close, a brief description of each of them follows:

Hsi-feng, Tung-feng, and Hsi-an, the districts in which the above cities are located, were formerly known as *Wei-chang* (Enclosed Place) and were set apart as the hunting ground for the Imperial House of the *Ching* Dynasty. But about 20 years ago, this region was thrown open for cultivation to people of the *Han* race. Since then large numbers of settlers from different parts of the country have reclaimed the waste land and converted this once wild tract into a great productive locality. The fields now under cultivation cover an extensive area.

Tao-lu 拘 庶 about 45 miles northeast of Kai-yuan, is the seat of Hsi-fêng-hsien District Office. It is surrounded by mud wall; about

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1.5 miles round, and has a population of 20,000. The south street and the north street with their numerous stores form the business quarter of the town, but the great street outside the north gate is the busiest. With a highly flourishing commerce, it far excels Ta-ko-ta and Ta-tu-chuan.

This place, together with Ta-ko-ta and Ta-tu-chuan, was thrown open for trade in 1892 (the 22nd year of the *Kuang-hsü* era, during the *Ching* Dynasty). At that time it had few houses. Since then it has gradually developed into its present prosperity. It occupies an important position on the land routes to the interior. Ta-ko-ta is about 30 miles to the northeast; Ta-tu-chuan, 30 miles to the east; and Shan-chêng-tzu (via Ssu-ping-kai), 65 miles to the southeast.

Shan-cheng-tzu 山城子 also reached *via* Shang chia-ta (75 mls.), the important town of Hai-lung-hsien District, has a population of 20,000. It is the distributing point for the neighboring locality and has a brisk market. The central street, running from east to west, with numerous stores on each side, is 1.5 miles in length, the busiest part is near its center, where the traffic is heavy.

Ta-ko-ta 大疙瘩 on the right bank of the upper Tung-liao-ho, about 30 miles northeast of Tao-lu, is the administrative seat of Hsi-an-hsien District. It has a population of 6,000. It is surrounded by mud walls about 1.5 miles around. Nan-chieh and Tung-chieh, its busy cross streets, are lined with many stores. From Ta-ko-ta it is 30 miles to Ta-tu-chuan in the southeast; and about 70 miles to I-tung-chou in the north.

Ta-tu-chuan 大肚川 about 55 miles east of Tao-lu (60 mls. *via* Ta-ko-ta), is on the left bank of the Ta-tu-chuan River. On the west, north, and east, it is shielded by mountains; and on the southeast open into a field. It is the capital city of Tung-feng-hsien District and has a population of 10,000. The walled town is rather small, there being little else there than the government offices and a few stores. On the street, however, outside South Gate, running east and west there are residences of many wealthy merchants.

Hai-lung-cheng 海龍城 about 20 miles east of Ta-tu-chuan, is the seat of Hai-lung-hsien District Office and has a population of 10,000. The walled town is a small one, about a mile in circumference. All offices and schools are within the walls, but the stores are, for the most part, outside the walled town. The streets outside the east and the south gates are the busiest. The trading territory of Hai-lung-cheng is confined to localities which lie within a 20 mile range, the rest of the neighboring regions are tributary to Chao-yang-chen and Shan-cheng-tzu.

Chao-yang-chen 朝陽鎮 is about 13 miles east of Hai-lung-cheng. Though generally considered only as a town under the jurisdiction of Hai-lung-hsien District, it is, with its population of 20,000, one of the principal distribution centers of East Manchuria, ranking next to Tao-lu and Shan-cheng-tzu in commercial prosperity.

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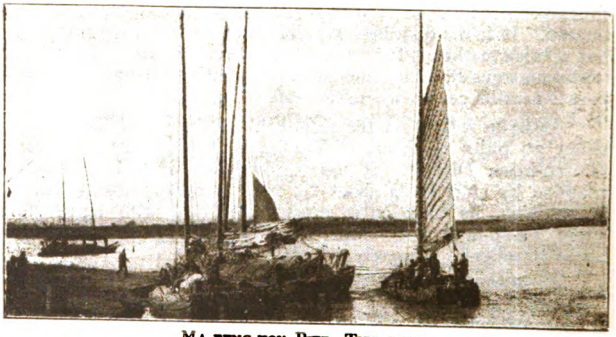
Though it had the misfortune of being destroyed by fire in each of the two great wars in the last three decades and has sustained great losses, yet, as it is well situated for the distribution of the agricultural products of the neighborhood, it is on a fair way to greater development than ever. The town is narrow from north to south, but is about a mile long from east to west. In appearance it is more attractive than Shan-cheng-tzu. Various local government offices, and a hospital, under English management, are located here.

The Projected Railway Line between Kai-yuan and Hai-lung-cheng will be one of the so-called Five Railways of Manchuria and Mongolia. The proposed line starts from Kai-yuan and passes through Tao-lu, Ta-ko-ta, and Ta-tu-chuan, to Hai-lung-cheng a distance of about 120 miles. As the line is to run through the rich agricultural sections that are closely connected with Kai-yuan, it is believed that the railway will be built soon.



MA-PENG-KOU PIER, TIEH-LING.

About 3 miles north of Kai-yuan, the train crosses the iron bridge over the Ching-ho, a river where the abundance of wild geese, and pheasants afford good sport. Soon Chin-kou-tsu (318.3 mls. from Dairen) is passed and the train reaches Ma-chung-ho (324.6 mls.). This place is situated on the northern frontier of Kai-yuan-hsien District and is quite close to Chang-cha, one of the 'Long Palisades.' Its border gate, opening into Mongolian territory, was called Ma-chien-tai. Some vestiges of it still remain in the moat.

Chang-tu 昌圖 (330.9 mls.) is on the left bank of the Ma-tsung-ho. At this station there is a modest restaurant where light meals, both Japanese and European, are served quick and cheap. There is also a public telegraph office. The S. M. R. Co 's Leased Ground here, formerly a small out-of-the-way hamlet, near the Walled Town of Chang-tu, had, with the opening of the railway, begun to show some signs of development, with the increasing number of Japanese and Chinese settling there, but the decline of Chang-tu-fu itself has nipped the growing prosperity of this place in the bud, and its business has gone over to nearby newer places. Population, 650.

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The goods sent out from this station total about 34,000 tons a year; those brought in, 13,000 tons. The last battle of the Russo-Japanese War was fought near here.

Old Town of Chang-tu is about 5 miles west of the Chang-tu Station. It is the capital city of Chang-tu-hsien District. Population, 20,000. Between this city and the station there is a light railway hand-car service under the operation of a Sino-Japanese concern. Chang-tu was once the capital of the domain of a Mongolian king, but about 120 years ago Chinese of the *Han* race began to come here and form settlements, and since then the Mongolians have gradually left, going into the remote parts of the country west of the Liao-ho, until at present there is not one Mongolian inhabitant left.

Man-ching (335.5 mls.) the next station, is where the van of the Japanese army was stationed just before the conclusion of the armistice between the Japanese and the Russians. Near a tower about 2 miles north of the station, on the eastern side of the railway, is where the two delegations met to discuss the terms of the armistice.

The next station is Chuan-tou (339.9 mls.), and then Shuang-miao-tzu (346.5 mls.). This was formerly a small village, but as it is near Pa-mien-cheng and Tzu-lu-shu, both large towns, fairly large quantities of goods pass through it. Population (of S. M. R. Co's Leased Ground), 1,000. Then the two stations, Huan-kou-tzu (352.1 mls.) and Meng-niu-shao (356.1 mls.) are passed in succession. From here to Ssu-ping-kai, the railway skirts the base of winding hills girdled with the 'Long Palisades'. On the left of the train are the plains drained by the Liao-ho and some of its tributaries, falling away by degrees as they stretch westward.

Ssu-ping-kai 四平街

(364 mls. from Dairen; 71.8 mls. from Changchun)

Arrival. Ssu-ping-kai is 117.6 miles from Mukden and takes about 6 hours. Fare: 1st cl. ¥8.25 2nd cl. ¥5.30. The station, containing stores and a telegraph office, is new. Connections are made here with the Ssu-ping-kai—Cheng-chia-tun Line, and on the platform of this station passengers can change for Cheng-chia-tun, or any intermediate points. *Jinrikisha* are available in the city.

Hotel. Uehan-ryokan (near the station). Rates: 'Japanese plan,' ¥3—6.

General Description. Ssu-ping-kai is a growing city, second in importance on this line to Changchun and Kai-yuan. The old town, about 5 miles west of the station, is practically not more than a village. While Ssu-ping-kai was under the management of the Chinese Eastern Railway Company, the station house and military barracks were about all the buildings it had, there was little else to make it worthy of being called a town or city. But, as it is surrounded on all sides by fertile plains and very conveniently situated for communication with Mai-mai-kai, Pa-mien-cheng, and Cheng-chia-tun, which are great markets for kaoliang and beans, it has developed

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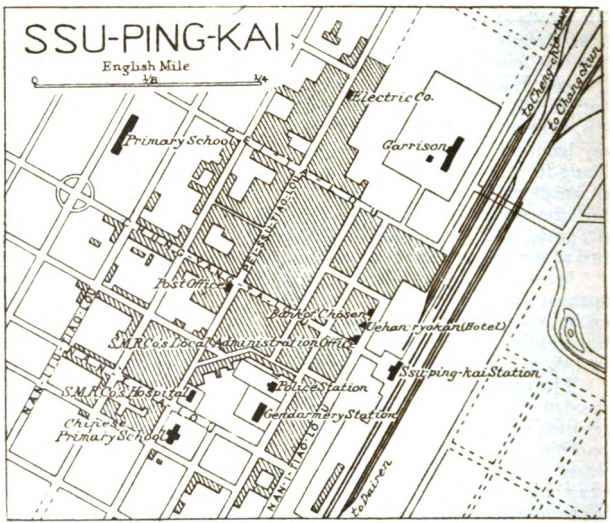

into an important center for handling commodities. Moreover, as it has become a junction on the Ssu-Cheng Line, which has lately been opened to traffic, its prosperity has been much enhanced and its future development seems well assured. Population, 8,000. Ssu-ping-kai, occupying part of the S. M. R. Co's Leased Ground (1,242 acres in area), has a wide central street to the station, and two main streets running parallel to the central street, one south and the other north of it and seven streets which cross them at right angles. The streets are broad and regularly laid out, and on them are numerous stores operated by Japanese and Chinese, doing a good business.

Public Buildings, etc. Japanese: Garrison; Branch Police Station; Post Office; S. M. R. Co's Local Administration Office; Sales Section of S. M. R. Co's Mining Department; S. M. R. Co's Hospital; Primary School; Primary School for Chinese children; Library; Shihei-gai Club. Chinese: Ssu-Cheng Railway Office; Post Office; Salt Bureau; Ssu-ping-kai Chamber of Commerce.

Banks, Companies, etc. Asiatic Petroleum Company; Standard Oil Company of New York. Japanese: Bank of Chōsen, Agency; Eastern Asia Tobacco Company, Agency; Electric Company; Yamaguchi Transportation Company, Agency; Fujii, Photographer. Chinese: Bank of Communications, Chih-pien-yin-hang Bank; Corn factors: Tien-i-heng; Shih-tsung-ching; Tung-Sheng-ho; Tung-hsiang-ho; I-shun-yung; Fu-Sheng-chang. Money Exchange: Chu-yuan-sheng; Chung-hsing-tun; Tien-ho-sheng.

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Commerce. Most of the commercial transactions are on account of kaoliang, beans, and hemp These products, brought in from the neighboring agricultural regions, are sent by rail to Dairen and Yingkou. Considerable quantities of cotton yarn, cotton cloth and general merchandise are also sent into the interior. The goods sent out from the Ssu-ping-kai Station, according to the latest statistics, aggregate 130,000 tons a year; those brought in, 115,000 tons.

Industries. No industry worthy of special mention flourishes here as yet. There are only two yufang factories, Yu-cheng-lung and Te-mou-chang, with an annual output of 126,000 bean cakes, and 630,000 pounds of bean oil. There are also two brick kilns, Ueki and Shōmo, their annual output being 4,000,000 brick.

Ssu-ping-kai to Cheng-chia-tun.

Ssu-Cheng Railway Line. This standard gauge line, which is under the direct control of the Chinese Government, starts at the Ssu-ping-kai Station of the S. M. R. Main line and runs northwest to Cheng-chia-tun,—a distance of 54.6 miles.

The sections through which this line runs, with the exception of a few undulating sand hills, are fertile, level plains. There are not many ravines, but as the line skirts, the Liao-ho River and some of its tributaries, it is protected in many places by embankments against floods. This line is of great economic value, as on one hand it serves to develop Mongolia, and on the other, feeds the S. M. R. Main Line.

History. This railway is a completed portion of the Ssu-Tao Railway (the line between Ssu-ping-kai and Tao-nan), one of the so-called Five Railways of Manchuria and Mongolia. With the Sino-Japanese loan of 7,600,000 *yen*, raised by the Chinese Government and financed by the Yokohama Specie Bank, the work of construction was commenced in April, 1917, and completed in November of the same year. It was immediately opened to traffic.

Train Service. Trains composed of first, second, and third class cars run twice daily. Connections are made at Ssu-ping-kai with the S. M. R. Main Line. Fare between Ssu-ping-kai and Cheng-chia-tun: 1st cl. $4.40 (Ta-yang silver); 2nd cl. $2.65 (Ta-yang silver). Time required, about 3 hours. **Free baggage allowance:** 1st cl. up to 83 pounds, 2nd cl. up to. 50 pounds.

N. B. On these trains as on the Peking-Mukden, and Kirin-Changchun trains, passengers will appreciate the timely service of occasional cups of tea and the supply of hot, wet towels, by the train boys.

Ssu-ping-kai. In order to facilitate the handling of goods as well as for the convenience of passengers, the Cheng-chia-tun trains start from the S. M. R. Ssu-ping-kai Station, as stated, but there is also a Ssu-ping-kai Station on the Ssu-Cheng Railway Line, about 2 miles away mainly used by the Chinese to and from the old village of Ssu-ping-kai.

Pa-mien-cheng (17.5 mls. from Ssu-ping-kai). The town which bears the same name as the station is about 5 miles southwest of the station. It consists of a long street which extends from east to west, about 1.5 miles in length. On either side of the street are planted rows of willows, which give a charmingly refreshing sight both in spring and summer.

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The town of Pa-mien-cheng formerly occupied an important position on the routes leading from Kirin and Hei-lung-kiang Provinces to Mukden and Yingkou. Not far from it are the towns of Cheng-chia-tun, Ta-wa, Mai-mai-kai, and Tsu-lu-shu. It is the distribution center for kaoliang, beans, millet, and other agricultural products of the neighborhood. Population, 15,000. Here is the Pa-mien-cheng Branch of the Chang-tu-hsien District Office, a Post Office, Telephone Office, Chamber of Commerce, and Agricultural Association. Besides these, there are many large stores, about 150 in number, engaged in the shao-kuo (distilled spirits,) the money exchange, the liang-chan (corn factors), and the grocery business. Trade is good.

Fu-chia-tun (32.1 mls.). The important villages of Chien-fu-chia-tun, Wu-li-wa-tzu, Chiang-chia-ping-fang, and Hsiao-cheng-tzu are near here. Though there is no important market in this locality, it is known for its abundant cultivation of willow trees, about 88,000 being felled every year.

CHINESE CARTS.

San-kiang-kou (39.9 mls.). The station is in Ta-min-tun on the east bank of the main stream of the Liao-ho, and is under the jurisdiction of the Li-shu-hsien District, Fengtien Province. The town of San-kiang-kou is on the opposite bank and about 5 miles southeast of the station. This town is under the jurisdiction of the Liao-yuan-hsien District, and is called San-kiang-kou (Mouth of Three Rivers) because it is at the confluence of three rivers—the Hsi-liao-ho, which runs southward through Cheng-chia-tun; the Tung-liao-ho, which flows through the Huai-te-hsien District, and the Hsiao-ching-ho, coming from the northwest.

This place, was opend as a port in 1906, and became one of the leading commercial centers of Manchuria and Mongolia. Connected with Cheng-chia-tun on the upper, and with Tieh-ling and Yingkou on the lower course of a river, it had a large sailing vessel trade in the spring and summer, losing much of this trade, however, with the opening of the railway, which changed the routes of transportation. Its principal business now is as a distribution center for the agricultural products from the villages on the banks of the river. Chief among the local staples is kaoliang, with an annual output of 250,000 bushels, followed by beans, green peas, and carp.

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Cheng-chia-tun 鄭家屯 (54.6 mls. from Ssu-ping-kai).

Arrival. Cheng-chia-tun, or Liao-yuan, as it is sometimes called, is the terminus on the Ssu-Cheng Line and can be reached from Ssu-ping-kai in about 3 hours. The road which leads from the station to the town, formerly a veritable quagmire whenever the rain fell has been so improved that horses and carriages now have easy passage. **Jinrikisha and Carriage.** Fare from the station to the town: *jinrikisha*, 40 to 70 *sen;* carriages, from 60 sen to 1 *yen*.

Hotels. Teikaton Hotel is in the southeastern part of the town. Rates: 'Japanese plan', ¥3—5. Besides this hotel, there are two other Japanese inns and a number of Chinese inns.

Situation and History. Cheng-chia-tun is on the right bank of the junction of the Lao-ha-ho and the Hsi-liao-ho. As a market, it is of the greatest importance, being the key to the commercial resources of East Mongolia. It is the capital city of Tao-chang-tao Prefecture, Fengtien Province, and the administrative seat of Liao-yuan-hsien District, and has a population of 50,000, of which about 500 are Japanese.

This place formerly belonged to one of the principalities of Mongolia and was for a time part of a vast stretch of wilderness sparsely populated by nomadic people. In 1876 it was thrown open for cultivation. Its rapid development began about 30 years later, when the water traffic at San-kiang-kou on the lower course of the Liao-ho increased to such an extent that San-kiang-kou was made an open port. The city has since been steadily growing until it has attained its present proportions.

General Description. The city which is unwalled, is about one mile west of the station and extends from northeast to southwest, with a length of 2.5 miles, and a breadth of more than a mile. The streets are generally deficient in cleanliness, but the business prospers, with numerous stores on every street. Chien-chieh and Hou-chieh streets which run through the central part of the city, form its commercial quarter. Here are many large *liang-chan* (corn factor's) and *tang-pu* (pawnbroker's) stores, which do a large business. Of great interest are the Mongolian drivers, who dressed in queer red garments drive drays drawn by teams of several horses. An unfortunate circumstance is the scarcity and poor quality of the drinking water.

Government Offices, etc. Chinese: Tao-chang-tao Prefectural Government Office; Liao-yuan-hsien District Office; Local Court of Justice; Local Court of Prosecution; Military Office; Taxation Office; Police Office; Telegraph Office; Post Office; Telephone Office; Electric Light Company; Chamber of Commerce; Agricultural Association. Japanese: Japanese Consulate; S. M. R. Co's Office; Branch of the Tieh-ling Commercial Museum.

Banks. Chinese: Bank of China (Chung-kuo-yin-hang); Bank of Communications; Chih-pien-yin-hang; Fengtien Commercial Bank; Fengtien Industrial Bank. Japanese: Bank of Chōsen, Branch; Seiryū Bank, Branch.

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Commerce. The chief exports are kaoliang (about 750,000 bushels), beans (2,000,000 bushels), cereals (about 750,000 bushels), hides and skins (2,000,000 pounds), soda (2,000,000 pounds), horses and cattle (50,000 head), yearly. The principal imports are kerosene (20,000 cases), salt (10,000,000 pounds), and coal (8,000,000 punds), annually.

Pa-in-ta-la, sometimes called Tung-liao-chen, is about 80 miles west of Cheng-chia-tun and is one of the leading markets under the jurisdiction of Liao-yuan-hsien. In the first year of the Chinese Republic, when the territory of the principality of Mongolia in general was thrown open for cultivation, this town was the first to be established. At that time it was an insignificant village, thinly populated and a small town to the east of it throve better. In the 4th year of the Chinese Republic, however, when the latter town suffered great damage from a flood, its prosperity was transferred to Pa-in-ta-la, which has since taken great and rapid strides, becoming the distribution center for this locality. It has very close commercial relations with Cheng-chia-tun, the annual transactions amounting to about $ 1,600,000. Among the chief stores in the town are those of general merchandise, *liang-chan* (corn factors), and *mofang* (milling). The principal exports are kaoliang and live stock, followed by maize, hides, skins, and licorice. Population, 5,000

Tao-nan, 洮南 Which is about 170 miles northwest of Cheng-chia-tun, about 165 miles south of Tsitsihar, and 2 miles from the southern bank of the Tao-erh-ho, was formerly under the jurisdiction of a principality of Mongolia, named Chazakutu, inhabited by a nomadic people. A poor, out-of-the-way Mongolian village, it was not until 1902, the 28th year of *Kuang-hsu* era of the *Ching* Dynasty that, as the result of an agreement between the Chinese Government and the Mongolian king, which opened the neighboring localities to outside inhabitants for cultivation, that people of the *Han* race began to settle there in increasing numbers, and a prosperous city was formed.

This city is the capital of Tao-nan-hsien District now. In it is the District Office, Post Office, Telegraph Office, Taxation Office, Branch of the Tieh-ling Commercial Museum, and Chamber of Commerce. The walled town is surrounded by walls about 2 miles in circumference, pierced by four large and six smaller gates. The northern half within the walls is formed into streets, and the roads are fairly broad. Here are located the various government offices and numerous stores, selling cloth, groceries, corn, distilled spirits, bean oil and bean cakes, cow hides, etc. The southern half, however, of a lower level than the rest has been left altogether wild and uncultivated. Population, 15,000.

Tao-nan is the distribution point for goods destined for the interior of East Mongolia, and communicates by land with the cities of Nung-an, Cheng-chia-tun, and Tsitsihar. Though lacking agricul-

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tural importance it carries on transactions in kaoliang and c reals to the annual amount of about 1,000,000 bushels, while the trade in cattle, horses and sheep, amounts to about 10,000 head. The imports come principally through Cheng-chia-tun from Yingkou, Dairen, and Mukden.

* * * * * * *

Going north from Ssu-ping-kai, the train passes first Yang-mu-lin (368.1 mls.), and next Shih-chia-pu (373.7 mls.), and then comes to Kou-chia-tien (380.4 mls.). This town has trade connections with Mai-mai-kai on the west and with I-tung-chou on the east, and with a population of 2,000, is a rapidly growing town. Going farther north and passing in succession Tsai-chia (387.1 mls.) and Ta-yu-shu (392.4 mls.), the train reaches Kung-chu-ling.

S. M. R. Co's Pasture, Kung-chu-ling.

Kung-chu-ling. 公主嶺 (397.3 mls.). This town is governed by the Hui-te-hsien District, being part of the territory of the Mongolian principality. It is situated on the divide between South and North Manchuria, and is the highest point above sea level on the line.

Hotel. Marufuku-ryokan. Rates 'Japanese plan', ¥3.50—5.

General Description. The present town in the S. M. R. Co's Leased Ground was designed by the Chinese Eastern Railway Company as one of three greatest stations on the Southern Line, which design has been followed by the S. M, R. Co., since it came under their management. The inhabitants consist of many Japanese officials and Japanese and Chinese engaged in commerce and industry. The town is divided at the Taihei-kyō, a bridge over a

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road, into the south and the north sections. In the north section are the various government offices, military barracks, and S. M. R. Co. employees' residences. The south section with its regular streets is the business quarter, and adjacent it is the Chinese town. Population (S. M. R. Co's Leased Ground), 3,000.

Beans and cereals from I-tung-chou and Hui-te-hsien are brought here in large quantities, making the town one of the leading exporting markets of Manchuria. The exports, according to the latest statistics are 147,000 tons a year; the imports, 94,000 tons.

Government Offices, etc. Various Military Offices; Military Barracks; Branch Police Station; Post Office; S. M. R. Co 's Local Administration Office; S. M. R. Co's Hospital, Higher Primary School (for Chinese Children); Industrial Experiment Station;* Electric Light Company; Staple Products Market.

Banks, Companies, Stores, etc. Mitsui Bussan Company, Agency; Bank of Chōsen, Branch; Yokohama Specie Bank, Agency; Yamaguchi Transportation Office, Agency; Kaieda Shōkai; Standard Oil Company of New York; Asiatic Petroleum Company. Money exchange: Tien-ho-sheng; Yuang-tung-ta; Kuang-cheng-chien; Tai-ho-shun (Corn factor).

***Industrial Experiment Station** is in the S. M. R. Co's Leased Ground and is under the management of the S. M. R. Co. Various experiments, investigations, and research work, are conducted here with a view to the improvement and promotion of agriculture, stock breeding and forestry in Manchuria and Mongolia. Added to this is the cultivation and propagation of saplings and seeds, and experiments for increasing the crop of beans and kaoliang. Sheep, to improve the Mongolian breeds, are imported from Australia and America.

Continuing its northward course, the train comes to Liu-fang-tzu (404 mls.) and then to Tao-chia-tun (410.7 mls.). The agricultural districts near these stations were brought under cultivation in comparatively recent times. The inhabitants are, for the most part, settlers from Shantung Province. The next station, Fang-chia-tun (417 mls.) is also one of the newly-created, fast developing stations of the neighborhood. With a large cereal trade as an incentive it has grown from a small hamlet into a town of 2,000 inhabitants. ***Lieutenant Tanaka's Monument*** stands about 3 miles north of the station and near the watch house at the railway bridge. The lieutenant, on the eve of the Battle of Mukden, made a courageous attempt to destroy the iron bridge, but the explosion failing, he fell a victim at the hands of the enemy, dying an heroic death. The monument was erected after the war by the Independent Garrison, with an inscription by Baron Gotō engraved on it. The train next stops at Ta-tun (423.5 mls.). In its vicinity is Pai-lung-chü-shih-shan, a hill where since the construction of the Chinese Eastern Railway, the stone used for railway ballast has been quarried. When another station named Meng-chia-tun (430.4 mls.) has been passed, the train soon arrives at Changchun, the terminal station of this line.

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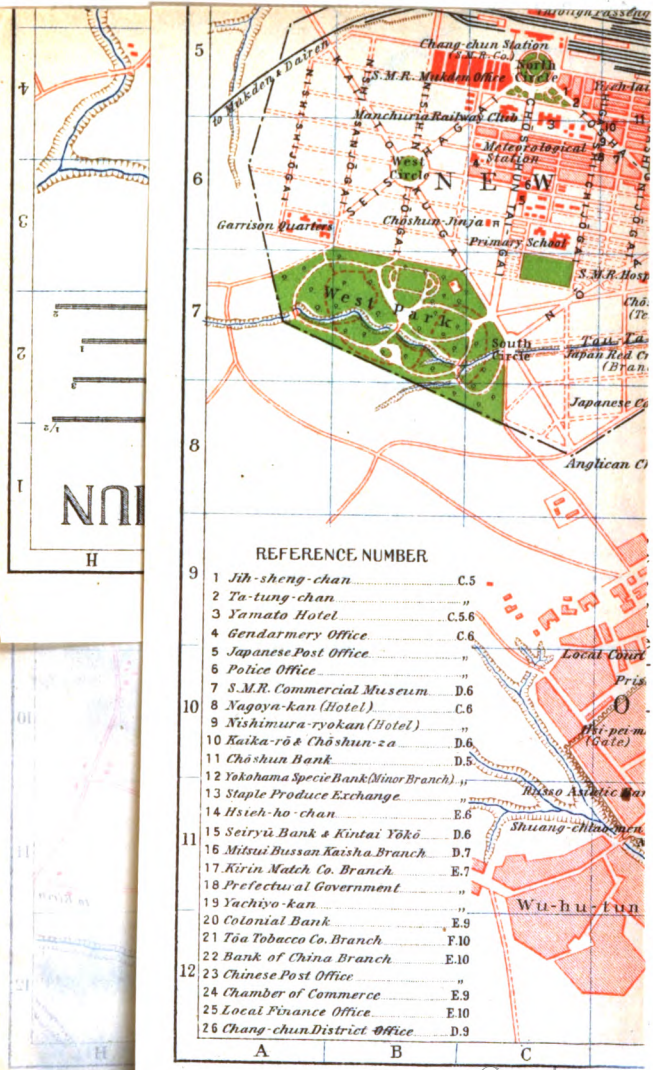

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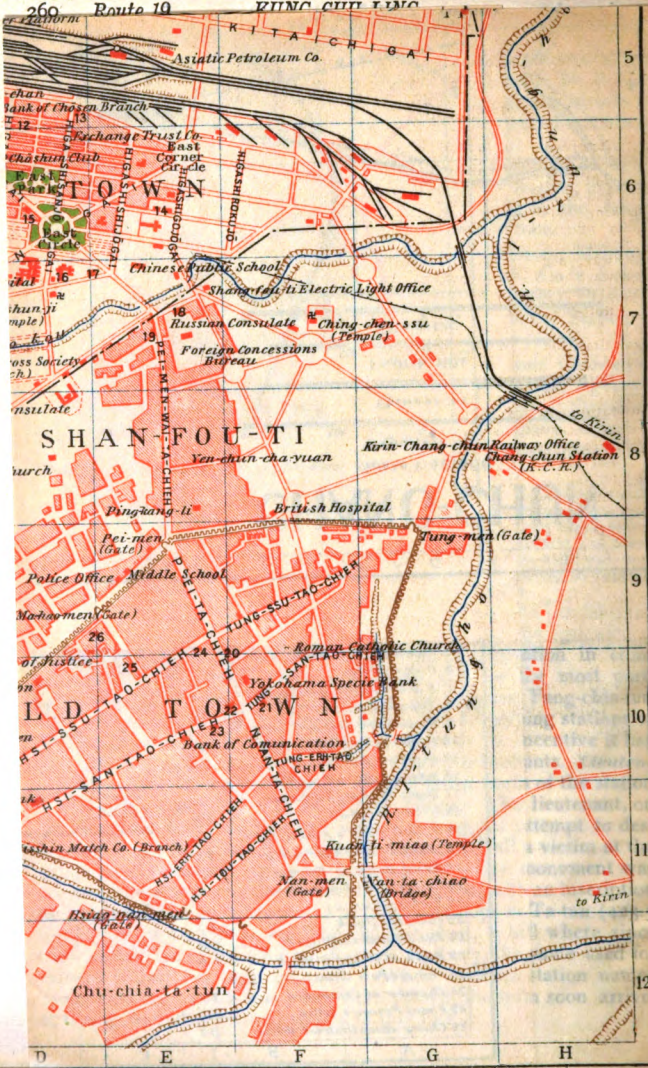

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Route XX. Changchun 長春

(435.8 mls. from Dairen; 150 mls. from Harbin).

Arrival. Changchun is 189.4 miles from Mukden and requires 9½ hours; fares:—1st cl. ¥13.25; 2nd cl. ¥8.50).

The S. M. R. Co's Changchun Station (Pl. C 5) is situated in the northern end of the South Manchuria Railway Co's ground and is one of the most striking buildings of this railway. It is equipped with a heating plant and many other modern provisions. There are two other stations in Changchun, i.e. Kuan-cheng-tzu (Pl. B 1; 148 mls. to Harbin) of the Chinese Eastern Railway, and Changchun (Pl. H 8; 76.3 mls. to Kirin), of the Changchun-Kirin Railway, but all the important trains arrive and depart from the S. M. R. station, facilitating connections from one railway to another.

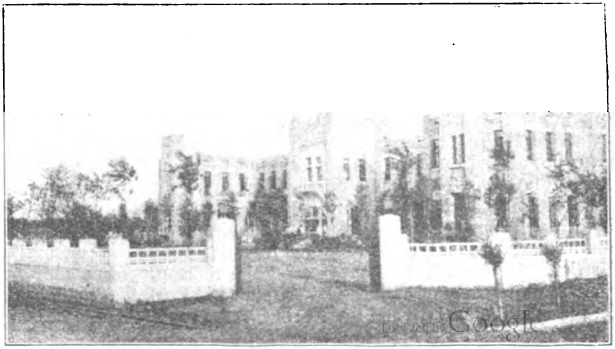
Railway Time. Travelers changing at Changchun from a S. M. R. train to a C. E. R. train, or *vice versa*, will note a difference of 23 minutes in the railway time, the C. E. R. time being ahead of the S. M. R. schedule time, as stated.

Uniformed Porters wearing red caps will be found on the platform at the service of passengers, their charges being 3 *sen* per piece of baggage. **Accommodations in the station.** There is a buffet managed by the Yamato Hotel, a money exchange, booths, a public telephone, telegraph office, etc. for the convenience of travelers.

Carriages. Carriages owned by the Yamato Hotel:—one-horse victoria, ¥3.00 per hour; two-horse victoria, ¥4.50; landau, ¥6.00. Russian carriages:—¥1.00 per hour; ¥1.50, 2 hours; half-day ¥3.00; whole day ¥5.00. **Jinrikisha** 80 *sen* per hour; ¥1.20, 2 hours; ¥2.50, half-day; ¥4.00 whole day.

Post and Telegraph. Japanese Post Office (Pl. 5, C 6; 21, *East Ward*, New Town), for postal, telegraphic and telephonic business in general. Japanese Telegraph Office (*Pei-men-wai, Shang-fou-ti*); Chinese Post Office (Pl. 23, E 10; *Hsi-san-tao-chieh*, Old Town). Both Japanese and Chinese telephones are installed in the city and the long-distance telephones operated by the Japanese Post Office makes it possible to speak to people in the more important cities and towns along the South Manchuria Railway.

Consulates. Russian Consulate (Pl. F 7; *Shang-fou-ti*), Japanese Consulate (Pl. D 7, 8; *Shang-fou-ti*).



YAMATO HOTEL, CHANGCHUN.

Hotels. ***Yamato Hotel*** (Pl. 3, C 5,6; 6, *East Ward*, New Town), about 3 minutes from the station, is the only European styel hotel under the direct control of the South Manchuria Railway Company. It contains 30 rooms, and is provided with electric lights, city water, and heating arrangements, wash rooms, a carriage department, etc. Rates: European plan, single room ¥3.50 per day and upward; double room ¥6.50 per day and upward. Meals: breakfast, ¥1.75; luncheon, ¥2.50; dinner, ¥3. Hotel employees, in uniform, are at the station to assist guests of the hotel.

Japanese Hotels. The Nagoya-kan (Pl. 8, C 6; 12, *East Ward*, New Town), about 10 minutes walk from the station, is, with its 24 rooms, the principal Japanese hotel, rates: 'Japanese plan', ¥6–8. Nishimura-ryokan (Pl. 9, C 6; 7, *East Ward*, New Town); rates: ¥5—7. ***Chinese Inns.*** Yueh-lai-chan (Pl. C 5; 1, *East Ward*, New Town), Ta-tung-chan (Pl. 2, C 5; 1, *East Ward*, New Town), Jih-sheng-chan (Pl. 1, C 5; 1, *East Ward*, New Town). All of these occupy fine buildings near the station.

Restaurants—European food: Dining Room of the Yamato Hotel, Buffet in the station, Seiyō-ken (12, *East Ward*, New Town). Japanese food: Kaika-rō (Pl. 10, D 6; 7, *East Ward*, New Town); Yachiyo-kan (Pl. 19, E 7; *Pei-men-wai Ta-chieh*); Taikō (12, *East Ward*, New Town). Chinese food: Pin-yen-lou (14, *East Ward*, New Town), Ta-kuan-lou (1, *East Ward*, New Town), Ssu-yü-hsia-chu (12, *East Ward*, New Town).

General Description.

Changchun is situated in 43°5′ N. lat. and 125° 30′ E. long., in the center of a great fertile plain drained by the Sungari and the Liao-ho. With the great city of Kirin, the capital of the Province, to the east, and with Huai-teh-hsien on the west, and the two cities of Nung-an and Pe-tu-na to the north, and I-tung-chou on the south, Changchun is the greatest agricultural market in the northern part of South Manchuria. Its progress in the past twenty years has really been most remarkable. The railways of Japan, China, and Russia meet here. This complex city is divided into four sections: the New Town, Shang-fou-ti (Foreign Settlement), the Old Town (Chinese Quarter), and the Russian Quarter, known as Kuan-cheng-tzu. The total population is estimated at 112,000, of whom 5,000 are Japanese.

New Town is a Japanese town shaped roughly like a rectangle, extending over 1,225 acres of land around Changchun Station. It is divided into the North and South Wards, with the railway as the dividing line. The North Ward is the industrial district where mills, factories, the power station, the city reservoir, etc., are located. The South Ward, which adjoins the foreign settlement, is the commercial district. This Ward, laid out in a regular rectangle, has a circle at each important point, as the East Circle (Pl. E 6), the West (Pl. B 6), the South (Pl. D 6), and the North Circle (Pl. C 5), the last being

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situated in front of the station. These circles are connected by a broad road which intersects the long cross streets at various angles, and acts, so to speak, as the main artery of the South Ward. Tōsha-gai street especially, which leads from the North Circle to the center of the Old Town, running through the East Circle and Shang-fou-ti, is the greatest thoroughfare of Changchun. On each side of this street there are important Japanese stores and the traffic is constant. All the principal streets are broad, marcadamized roads with a row of trees on each side, between the sidewalks and the main road. Near the station many large buildings, such as the offices of the South Manchuria Railway Company, Chinese inns, and the Yamato Hotel, stand close together. Public offices, schools, railway residences, etc. line the broad street known as Chōshun-taigai, which runs straight from the station through the South Circle and beyond it to the west. The majority of the Chinese shops are located northwest of the East Circle. The town is provided with electric lights, telephones, city water, a sewerage system, and everything else which goes to make up a modern city. Population, 12,000, of whom about 5,000 are Japanese.

Shang-fou-ti (Foreign Settlement) is a strip between the New and the Old towns opened in 1905 for international trade. It adjoins the Japanese Quarter across a small river named the Tou-tao-kou. The busiest part of Shang-fou-ti is called Pei-men-wai-ta-chieh (also known as Hsin-li-tun-chieh). It lies across a bridge beyond the southern extremity of Tōsha-gai. Many European buildings of the Tao-tai-ya-men (Prefectural Government Office) and the Foreign Settlement Office are situated east of this busy section. Between it and North Gate there are many stores, both Chinese and foreign, on each side of the street. As this district was planned in the European style by Chinese authorities, the buildings are mostly constructed of brick, and the streets are regular and clean to an extent rarely seen in a Chinese town. Shang-fou-ti has a population of 30,000.

Old Town, situated south of Shang-fou-ti, is bounded by brick walls from its northeastern to its northwestern corner, and on its east and south sides is the river I-tung-ho, which formerly served as a natural protection for the town. The town has 8 gates. The broad, straight road running from the North to the South Gate is divided into two parts, called Pei-ta-chieh and Nan-ta-chieh. This road is the busiest part of the town and on both sides of it there are numerous Chinese and foreign banks, money exchanges, corn factors, etc. The public offices are mostly located between Ma-hao-men (Pl. D, E 9) and Hsi-ssu-tao-chieh. Hsi-san-tao-chieh and Tung-san-tao-chieh are also prosperous streets, but their roadways are so badly constructed that on rainy days they turn into seas of mud. The population of Old Town (mostly Chinese) is 70,000.

Russian Quarter, popularly called Erh-tao-kou, where Kuan-cheng-tzu Station is situated, extends from the northwestern extremity

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of Changchun Station to Kuan-cheng-tzu Station. In the days when the Russian Government operated the present South Manchuria Railway, this quarter gave promise of great prosperity as it held the only station in Changchun, but with the opening of the Changchun Station of the S. M. R., the business center was gradually drawn towards the latter, and the Russian Government Offices, Army Quarters, and the residences of the railway officials are all that now remain in the dwindling town. From close to the Changchun station all the principal buildings of Kuan-cheng-tzu can be pointed out, as well as the great arc made by the Chinese Eastern Railway Line after it leaves the western end of the Station.

Heaps of Beans, Changchun.

History of Changchun. The name Changchun seems to date from the *Liao* period, but for several hundred years, from the *Chin* Dynasty to the *Ching* Dynasty, it was little used. In the 56th year of *Kan-lung* (1791, A. D.) a Mongol king brought farmers from Shantung Province and made them cultivate the virgin soil of the district. These settlers called their village Chang-chun-pao. In 1800 the Changchun District Office was instituted. In 1865 a castle was built in the present Old Town. After the Revolution of 1911, the Chi-chang Tao-tai Ya-men (Prefectural Government Office) and the District Office were established, and the town became the political center of its own and the surrounding districts. In 1902 the Russian Government purchased about 1,700 acres of land at Erh-tao-kou and built a great station for its Chinese Eastern Railway. The Russians rechristened the place Kuan-cheng-tzu. In those days Changchun was but an insignificant spot, but when, at the conclusion of the Russo-Japanese War, Japan obtained possession of the railway south of Kuan-cheng-tzu, and the newly organized South Manchuria Railway Company built its station on its 1,225 acres of ground at Tou-tao-kou, between the walled town of Changchun and Kuan-cheng-tzu—the New Town grew up round it with wonderful rapidity.

Public Buildings. Japanese:—Consulate (Pl. D 7, 8; *Shang-fou-ti*); Police Office (Pl. 6, C 6; 16, *East Ward*, New Town); Changchun Garrison Quarters (Pl. A 6; 28, *East Ward*, New Town); Meteorological Observatory (Pl. C 6; 13, *West Ward*); Branch of the Japan Red Cross Society (in the compound of the Japanese Consulate); S. M. R. Co's Local Administration Office, and Mukden Office, Branch (Pl. C 5; near the S. M. R. station); S. M. R. Hospital (Pl. D 7;

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28, *East Ward*, New Town); S. M. R. Commercial Museum (Pl. 7, D 6; 12, *East Ward*, New Town); Power Station (Pl. E 4; *Kita-nō-kōchi*, New Town); Commercial School (attached to the S. M. R. Office); Elementary School (Pl. C 6, 26, *East Ward*, New Town). Chinese Public School (Pl. E 9, 27, *East Ward*, New Town). *Chinese:*—Chi-chang Prefectural Government (Pl. 18, E 7; *Shang-fou-ti*), Changchun District Office (Pl. 25, D 9; *Hsi-ssu-tao-chieh*, Old Town); Local Court of Justice (Pl. D 9, 10; *Hsi-ssu-tao-chieh*, Old Town); Railway Diplomatic Office (*Erh-tao-kou*); Kirin-Changchun Railway Office (Pl. H 8; outside of *East Gate*); Police Office (Pl. E 9; outside of *Ma-hao-men Gate*); Shang-fou-ti Electric Light Office (Pl. E 7; *Shang-fon-ti*); Prefectural Middle School (Pl. E 9; outside of *Ma-hao-men Gate*).

Banks. Russo-Asiatic Bank (Pl. D 11; *Hsi-san-tao-chieh*, Old Town). Japanese:—Yokohama Specie Bank, Branch (Pl. F 10; *Pei-ta-chieh*, Old Town); Minor Branch of same (Pl. 12, D 5; 3, *East Ward*, New Town); Bank of Chōsen, Branch (Pl. D 5; 2, *East Ward*, New Town); Seiryū Bank (Pl. 15, C 6; 18, *East Ward* New Town), Changchun Bank (Pl. 11, D 5; 7, *East Ward*, New Town); Staple Produce Exchange (Pl. 13, D 5; 10, *East Ward*, New Town); Staple Produce Exchange (Pl. 13, D 5; 10, *East Ward*, New Town); Exchange Trust Co. (Pl. D 6, 10, *East Ward* New Town). Chinese:—Bank of China, Branch (Pl. 22 E 10; *Hsi-san-tao-chieh*, Old Town); Chung-hsing Commercial Bank (*Shang-fou-ti*); Bank of Communications (Pl. E 10; *Hsi-san-tao-chieh*, Old Town); Colonial Bank (Pl. 20, E 9; *Pei-ta-chieh*, Old Town); Chamber of Commerce (Pl. 24, E 9; *Hsi-ssu-tao-chieh*, Old Town).

Firms and Companies. Mitsui Bussan Kaisha, Branch (Pl. 16 D 7; 29, *East Ward*, New Town); Mitsubishi Trading Co., Branch (10, *East Ward*, New Town); Suzuki Shōten, Branch (18, *East Ward*, New Town); South Manchuria Milling Co. (Pl. D 4; *Kita-nōkōchi*); Japan Cotton Spinning Co., Branch (24, *East Ward*, New Town); Chōshun Transportation Co. (4, *East Ward*, New Town); Tōa Tobacco Co., Branch (Pl. 24, F 10; *Tung-san-tao-chieh*, Old Town); Branch of the Nisshin Match Co. (Pl. E 11; *Hsi-san-tao-chieh*, Old Town); Branch of the Kirin Match Co. (Pl. 17, E 7; 25, *East Ward*, New Town); Market Co. (12, *East Ward*, New Town); Branch of the Kyōeki-sha (cotton trade; *Nan-ta-chieh*, Old Town); Ōmiya Book-Store (7, *East Ward*, New Town); Branch of the Kodera Yōkō (*Pei-ta-chieh*, Old Town); Katō Yōkō (grocers; 12, *East Ward*, New Town); Kin-tai Yōkō (foreign grocery; Pl. 15, D 6; 12, *East Ward*, New Town); Enjudō Drug Store (*Asahi-machi*, Shang-fou-ti); Taikō Yōkō (*Tung-ssu-tao-chieh*, Old Town); Asiatic Petroleum Co. (Pl. E 5; *Tung-wen-wu-fu*); Standard Oil Co. of New York (*Pei-ta-chieh*, Old Town).

Chinese Stores. Money Exchanges:—Tien-ho-chan (*Hsi-san-tao-chieh*, Old Town); Tien-fa-ho (*Hsi-san-tao-chieh*, Old Town);

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Fa-chi-chin-chü (*Hsi-san-tao-chieh*, Old Town); Chin-fa-ho (*Hsi-san-tao-chieh*, Old Town). Corn Factors:—Tien-hsing-fu (*Nan-wen-wu-fu*); Hsieh-ho-chan (*Hsi-san-tao-chieh*, Old Town; and Pl. 14, E 6; 15 *East Ward*, New Town); Yung-heng-tung-ta (*Nan-wen-wu-fu*). Miscellaneous Goods Stores:—Tien-ho-ching (*Nan-ta-chieh*, Old Town); Tung-i-fu (*Tung-san-tao-chieh*, Old Town).

Churches and Temples. Churches:—Roman Catholic Church (Pl. F 9; *Tung-san-tao-chieh*, Old Town); Anglican Church (Pl. D 8; *Shang-fou-ti*). Japanese Temples:—Chōshun-ji (Pl. D 7; New Town). Chinese Temples:—Ching-chen-ssu (Pl. F 7; *Shang-fou-ti*); Kuan-ti-miao (Pl. F 11; *Nan-menwai*).

Parks, Theatres, Clubs. East Park is in New Town. The West Park occupies extensive grounds in the southwestern part of the compound, the Tou-tao-kou stream flowing through it. Its landscape is artistically arranged. Theatres:—Japanese; Chōshun-za (Pl. 10 D 6; New Town), Chinese: Yen-chun-cha-yuan (Pl. E 8; Shang-fou-ti). Clubs:—South Manchuria Railway Club (Pl. C 5; New Town); Chōshun Club (Pl. D 6; New Town).

Commerce and Industry. Changchun is the largest collection center for agricultural products along the whole line of the South Manchuria Railway. Every year soja beans amounting to fully 5,000,000 bushels, and other produce amounting to 2,500,000 bushels, come by rail or by wagon to this city from all parts of the province. The greater part of this produce is transported by train to Dairen and Yingkou. During the season innumerable bags of soja beans are stacked up near the station, presenting an astonishing sight to tourists. During the last twelve months 257,000 tons of soja beans were handled by the Changchun Exchange. The freight tonnage forwarded from this station totals about 880,000 tons a year, arriving goods, 690,000. Soja beans and other agricultural products constitute the greater part of the outgoing tonnage, and cotton, coal, petroleum, sugar, and the miscellaneous goods consumed at Changchun and in Kirin Province, make up the latter.

With regard to the manufacturing industry: milling, kaoliang spirit manufacturing, and match making may be named, but manufactures are unimportant, with the exception of the production of the South Manchurian Milling Company, whose annual output of flour amounts to 1,000,000 bags (value ¥3,000,000). But as an industrial city Changchun is still in a primitive state.

Climate. Changchun, situated in the heart of Manchuria, experiences the short, mild seasons of spring and autumn characteristic of the region, while the vagaries of summer and the rigors of winter extend over many months. In summer the temperature often exceeds 95° F. during the day, though it is somewhat cooler at night. In winter the cold so severe that the thermometer sometimes falls to 35° F. below zero, and the ground becomes frozen to the depth of 7 or 8 feet. Freezing weather often begins at the end of October.

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Route XXI. Changchun to Kirin.

The Kirin-Changchun Railway starts from Tou-tao-kou Station on the Kirin-Changchun Railway, in the compound of the Changchun Station of the South Manchuria Railway. The total length of the line is 79.1 miles. It is owned by the Chinese Government, but under the provisions of a Sino-Japanese treaty concluded in 1913, the South Manchuria Railway Co. took over its entire management. The gauge of this railway is 4 feet 8½ inches, the same as the South Manchuria Railway, and the trains, too, are similar to those of the South Manchuria Railway. **Trains.** Two trains start daily from each end completing the journey in 4 hours (fares: in silver, 1st cl. $5.15, 2nd cl. $3.60). **Baggage** allowance is 116 lbs. for a 1st class passenger and 91 lbs. for a 2nd class passenger.

N.B. Since no food is sold at the intermediate stations on this railway, or on the trains, the tourist must provide himself with necessary provisions for the journey.

Tou-tao-kou, the first station on the Kirin-Changchun Railway, located, as it is, in the compound of Changchun Station of the S. M. R. Co. facilitates connection between the two railways and also with the Chinese Eastern Railway. From Tou-tao-kou Station the railway runs eastward, crosses the river I-tung-ho, which flows east of the old town of Changchun and reaches Changchun Station in the eastern suburbs of Shang-fou-ti.

Changchun (2.8 mls. from Tou-tao-kou), with its distant view of East Gate, Changchun walled town, is situated on the right bank of the I-tung-ho. Passengers from Shang-fou-ti and Old Town (or Walled Town) will find it convenient to take the train at this station. Near the station is the Superintendent's Bureau of the Kirin-Changchun Railway, the Railway Works and other railway buildings, and the residences of the Japanese in the railway service.

OLD TOWN, CHANGCHUN.

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From Changchun the train runs for about 4 miles through a flat country drained by the I-tung-ho, and then proceeding among a cluster of hills in the neighborhood of a village called An-lung-chuan for a distance of some 9 miles, it arrives at Ka-lun Station.

Ka-lun (15.5 mls.) lies about one mile southwest of Ka-lun Town. This flat country, fertile and well watered by streams, yields an abundance of agricultural products. The opening of the railway gave it trade value, and it is now one of the most important towns on the Kirin-Changchun Railway. ***Public Buildings:*** Post Office, Police Office, Primary School, Local Custom House, Chamber of Commerce, etc. Ka-lun is celebrated for its Chinese paper, soja beans, red beans, sorghum, german millet, poultry, etc. Population, 1,500.

Yin-ma-ho (26.6 mls.) in the Changchun District, was formerly "*I-ma-ho*," but the name was changed by the Emperor *Kao-tsung* of the *Ching* Dynasty of China who, on his way to Kirin, gave his horse a drink at this place. Its situation on a stream makes it a good farming country, especially for sorghum and millet. Some 6 miles south of the station is the town of Nan-ying-cheng-tzu, renowned for its growing trade.

Hsia-chiu-tai (32 mls.), in the Te-hui-hsien District, was formerly a strategic frontier position. It faces Shang-chiu-tai, situated about 2 miles to the east. In season the flat fertil country in the vicinity yields large quantities of agricultural products, with Hsia-chiu-tai as the market town. In the town are many shops dealing in cereals, and in the winter huge quantities of grain accumulate here which, when distributed, makes the exportation through this station truly remarkable.

Ying-cheng-tzu (36.6 mls.), under the government of Chi-lin-hsien District, is situated about one mile north of a walled town of the same name. Formerly a town of some importance with a garrison stationed in it, it is now but a deserted village. Within a circle of some 5 miles from the village are a number of coal mines, the most noted of them being Huo-shih-ling and Ma-chia-kou.

Tu-men-ling (45.9 mls.) is celebrated for its scenic beauty. It occupies an advantageous position on the Kirin-Changchun Railway. Soja beans, sorghum, and charcoal are its chief resources. In the construction of the Kirin-Changchun Railway, the original plan was to bore a tunnel through the mountain, but the necessity of completing the line with all possible speed compelled the authorities to abandon it. However, excavation work was recently started and a tunnel will be finished within a short time. A resting place and a tea-house for the benefit of tourists, have been provided by the Railway on a picturesque spot on Mount Tu-men-ling.

Hua-pi-chang (57.5 mls.) The neighboring land to this station is low, subject to frequent inundation. Consequently the population is small and there are no stores except a few corn factors. The

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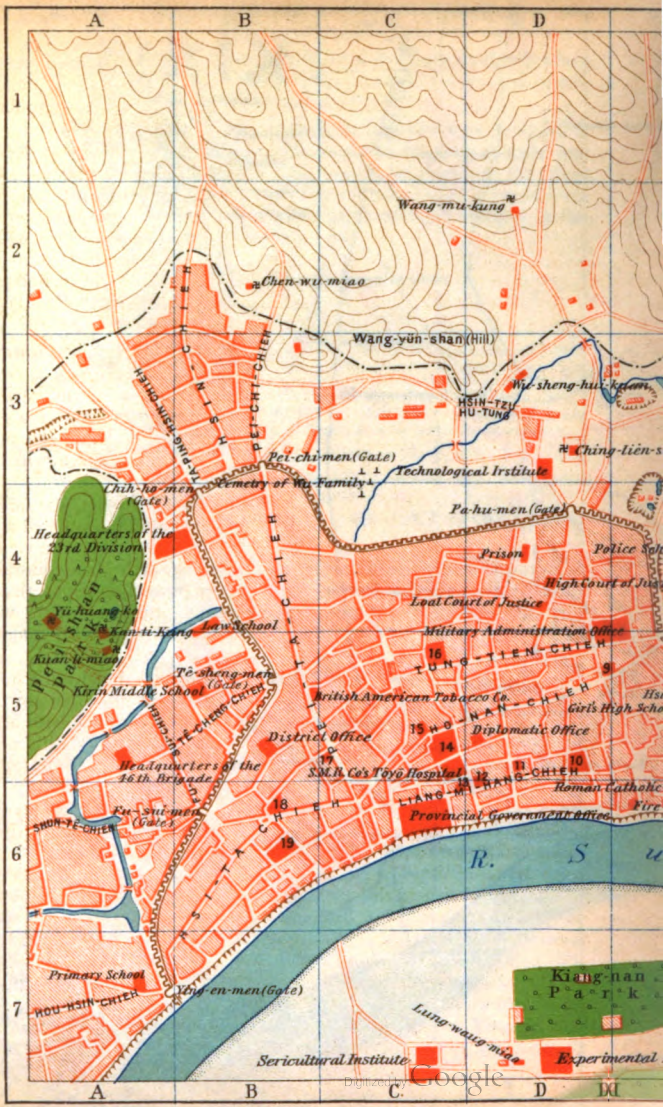
A
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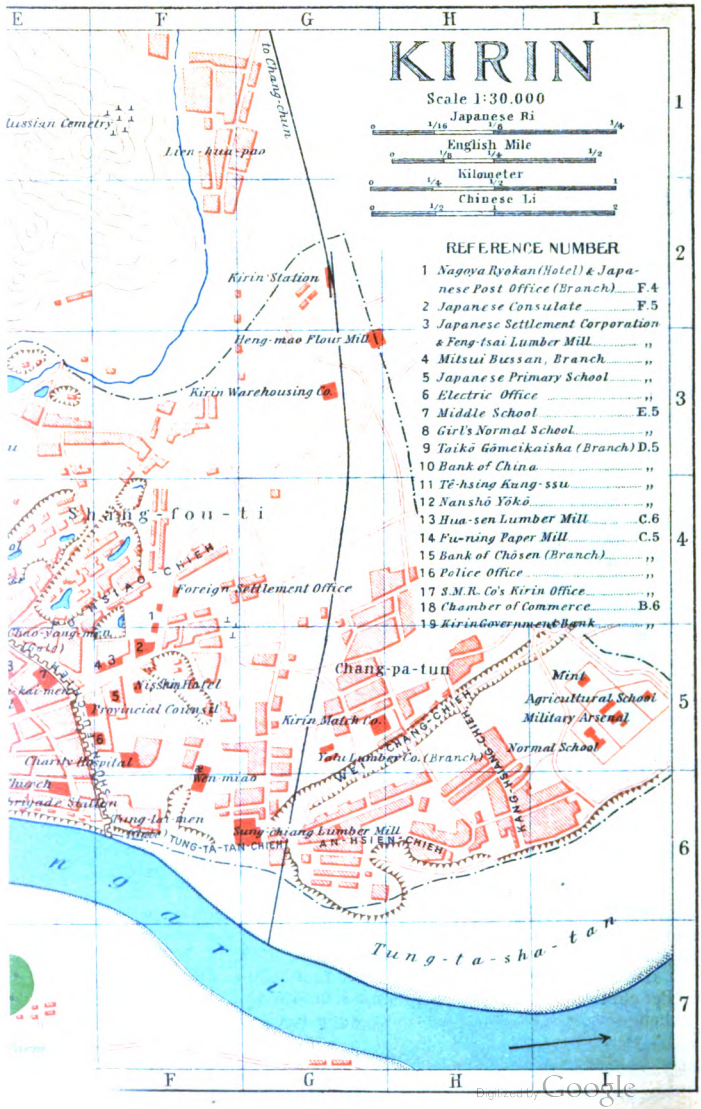
Wang-mu-kung
Chen-wu-miao
Wang-yün-shan (Hill)
Wu-sheng-hui-kuan
HSIN-TZU-HU-TUNG
Pei-chi-men (Gate)
Technological Irstitute
Chih-ho-men (Gate)
Cemetery of Wu Family
Pa-hu-men (Gate)
Headquarters of the 23rd Division
Prison
Police Sch
High Court of Jus
Local Court of Justice
Yu-kuang-ko
Kuan-li-kung Law School
Military Administration Office
Kuan-li-miao
Kirin Middle School
Tê-sheng-mên (Gate)
British American Tobacco Co.
Girl's High Scho
District Office
Diplomatic Office
Headquarters of the 46th Brigade
S.M.R. Co's Toyo Hospital
Roman Catholic
Provincial Government Office
Fire
Su-sui-mên (Gate)
R.
Primary School
Yung-en-mên (Gate)
Kiang-nan Park
Lung-wang-miao
Sericultural Institute
Experimental
TUNG-TIEN-CHIEH
HSI-KUANG-CHIEH
LIANG-MA-CHIEH
SHUN-TE-CHIEH
HSIN-CHIEH
HOU-HSIN-CHIEH
PEI-CHI-CHIEH
TA-PING-SHIN-CHIEH
HSIEH-CHIEH
SHIH-CHIEH
HSIN-TE-CHENG-CHIEH



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nearest town is Hua-pi-chang about 2 miles to the north, a thrifty place with many inns, stores, etc. This district is noted for its soja beans, red beans, and pigs. Population, 5,000.

Chiu-chan (70.8 mls.), on the left bank of the river Sungari, is famous for timber transportation. The town of Chiu-chan, some distance from the station, extends from east to west along the river parallel with the railway. Though a small town with a population of only 1,000, it is enlivened by the ingress of many sawyers in the rafting season (from May to October).

Kirin, or Chi-lin 吉林

(79.1 mls. from Tou-tao-kou).

Arrival. Kirin is the eastern terminus of the Kirin-Changchun Railway and can be reached in 4 hours from the Tou-tao-kou Station at Changchun. The station (Pl. G 2) is situated in Shang-fou-ti, outside the east gates of the Walled City. **Jinrikisha** may be hired to go to the walled city from the station. Fares: 30—50 *sen;* Chinese carriages, about 40—80 *sen.* **Currency:** Japanese money is widely used, and tourists provided with it will seldom suffer inconvenience.

Hotels: Nagoya-kan (Pl. 1, F 4), Nisshin Hotel (Pl. F 5), both in Japanese style, are located in Shang-fou-ti, about one mile from the station, (rates; 'Japanese plan', ¥3.00—6.00). There are several Chinese inns, but they are not as comfortable as the Japanese hotels.

Post and Telegraph: Chinese Post Office (within the walled city); Chinese Telegraph Office (do.); Branch of Chinese Post Office (in the Station Compound); Branch of Japanese Post Office (Pl. 1, F 4, Shang-fou-ti).

Consulates: Japanese Consulate (Pl. 2, F 5, Shang-fou-ti); Russian Consulate (outside the Ying-en-men Gate).

General Description. Kirin, otherwise called Chuang-chang, is situated 80 miles east of Changchun, on the left bank of the river Sungari, which flows south of the city. It is the capital of Chi-lin, one of the Three Eastern Provinces of China. Its trade importance dates from olden times and its prestige as the chief city of a province and as an administrative center has survived its decline in business prosperity due to the rapid development of Harbin and Changchun following the completion of the South Manchuria and the Chinese Eastern Railways; and it still remains the transportation base for timber in the rafting season. Therefore Kirin can be called the greatest Chinese city in Manchuria, next to Mukden. The city surrounded, except on its southern side, by 4 miles of walls, pierced by the following gates: Chao-yang-men (Pl. E 5), Hsin-kai-men (Pl. E 5) and Tung-lai-men (Pl. F 6), on the east; Chih-ho-men (Pl. B 4), Pei-chi-men (Pl. B 3), and Pa-hu-men (Pl. D 4), on the north; Te-sheng-men (Pl. B 5), Fu-sui-men (Pl. B 6), and Ying-en-men (Pl. A 7), on the west. All the principal public offices and schools are within these gates.

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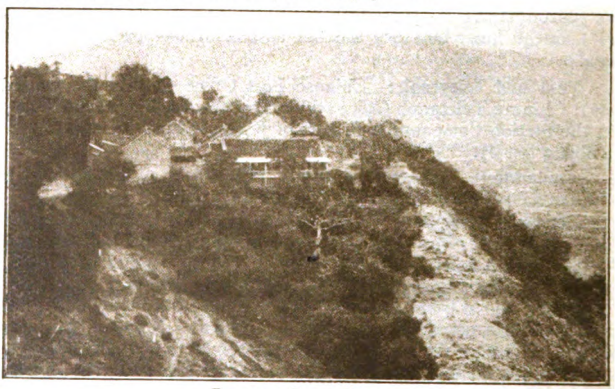
In some parts, however, the city extends beyond the gates. The Foreign Settlement, on Shang-fou-ti, is in the section between the station and the Hsin-kai-men (one of the eastern gates). Here is the Japanese Consulate, the Post Office, Hotels, etc. There is another section outside the gates Chi-ho and Pei-chi, and still another outside the west gates. The principal streets in the Walled City are:- Ho-nan-chieh, leading to the Chao-yang-men Gate; Liang-mi-hang-chieh, to the Tung-lai-men Gate; Pei-ta-chieh, to the Pei-chi-men Gate, and Hsi-ta-chieh to the Ying-en-men Gate. Of these, Pei-ta-chieh and Ho-nan-chieh streets are the most prosperous. The streets along the river bank due to their proximity to the junk trade, have attracted a large number of wholesale merchants. When the river is frozen over, numerous temporary shops are built on the ice, and a sledge traffic thrives. On the opposite side of the river is a park, an experimental farm, and mulberry fields all of which afford an attractive view.

In 1911 the city was almost entirely destroyed by fire and the present one was built after that date. Consequently the roads generally are good and the streets, more or less winding, are clean. Population, 80,000, of whom 1,000 are Japanese.



PEI-SHAN PARK, KIRIN.

History of Kirin. Kirin was formerly called "Chuang-chang" (which means a ship building yard), because in 1658 the Chinese Government built in this town some forty fighting vessels in order to stop a Russian invasion from the north. In 1750, when the Military Government was transferred here from Ninguta, the place was rechristened "Chi-lin-wu-la," and the Governor was called the General of Kirin. Later on, the "*wu-la*" (a Mongolian word signifying "the river") was dropped and the city was then called *Chi-lin*. It was in that period that the walls were built. From that time until the Revolution of 1911, when a Civil Governor was appointed in addition to the Military Governor, Chi-lin was under military rule. In 1905 it was opened to foreign trade by a treaty between Japan and China.

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Public Buildings:—Kirin Military Administration Office (Pl. D, E 4, 5; *Tung-tien-chieh*); Provincial Government (Pl. C 6, *Liang-mi-hang-chieh*); High Court of Justice (Pl. D 4); Local Court of Justice (Pl. D 4); Kirin District Office (Pl. B 5); Police Office (Pl. 16, C 5; *Tung-tien-chieh*); Local Parliament (Pl. E 5, *Shun-fou-chieh*); Prison (Pl. D 4); Arsenal (Pl. I 5); Mint (Pl. I 5); Diplomatic Bureau (Pl. D 5); Tax Office (Pl. C 5); Kirin Electric Office (*Shun-fou-chieh*); Charity Hospital (Pl. F 5, *Shun-fou-chieh*); Law School (Pl. B 4); District Middle School (Pl. B 5); Girls' School (Pl. E 5); Normal School (Pl. I 5); Agricultural School (Pl. I 5); Technical Training School (Pl. D 3); British Hospital; Y. M. C. A.; etc. ***Japanese:***—Japanese Consulate (Pl. 2, F 5); Japanese Settlement Corporation (Pl. 3, F 5); Elementary School for Japanese (Pl. 5, F 5); S. M. R. Co. 's Kirin Office (Pl. 17, C 5); S. M. R. Co.'s Hospital (Pl. C 5).

Banks and Companies:—Kirin Provincial Bank (Pl. 19, B 6); Bank of China (Pl. 10, D 5); Bank of Chōsen, Branch (Pl. 15, C 5); Chinese Chamber of Commerce (Pl. 18, B 6); Kirin Match Mfg. Co. (Pl. G 5); Mitsui Yōkō, Branch (Pl. 4, F 5); Nanshō Yōkō, Branch (Pl. 12, D 5; dealers in coal and timber); Tai-kō Gōmei Kaisha (Pl. 9, D 5; Japanese railway builders); Sung-chiang-lin-yeh Kung-ssu (Pl. G 6; timber merchants); Heng-mao-huo-mo Kung-ssu (Pl. G 3, flour millers); Te-hsing Kung-ssu (Pl. 11, D 5; coal mine owners); Kirin Warehouse Bank, Ltd. (Pl. G 3); Fu-ning Paper Mills (Pl. 14, C 5; timber and paper manufacturers); Yalu Timber Co. (Pl. G 5); Feng-tsai Kung-ssu, Branch (Pl. 3, F 5; timber merchants); Hua-sen Lumber Works (Pl. 13, C 6); British-American Tobacco Co. (Pl. B 5); etc.

Churches, Temples, Shrines:—Irish Presbyterian Mission(inside the *Tung-lai-men*); Roman Catholic Mission (Pl. E 6, inside the *Tung-lai-men*); Sung-hua-chiang Shen-miao (inside the *Tung-lai-men*); Shen-wu-miao (Pl. B 2, outside the *Pei-chi-men*); Kuan-ti-miao (Pl. A 5; in *Pei-shan* Park); Lung-wang-miao (Pl. D 7, *Kiang-nan* Park); etc.

Trade and Industry. The most important trades in Kirin are as follows:—Tang-hang (pawn broking), Tieng-hang(general wholesale), Chien-hang (money exchange), and Tsa-huo-hang (grocery). Principal products:—Timber produced on the upper course of the Sungari, tobacco, hemp, *materia medica*, furs, cereals, charcoal, etc. All timber drifted down the stream is caught at Kirin, whence it is transported to Changchun by rail or again set adrift for Harbin. Chief imports of Kirin:—Cotton yarn and cotton cloth, petroleum, sugar, matches, and miscellaneous goods. The greater part of these goods come from Yingkou and Dairen, *via* Changchun, with some also from Harbin. The manufacturing industries of Kirin are still in their infancy, consisting at present of six timber mills, a flour and a paper making mill, and a match factory.

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Sungari Timber. The region on the upper reaches of the Sungari and south of the city of Kirin contains large forests of fine trees. Niang-niang-ku especially, on the bank of the Erh-tao-kou, is widely renowned for its excellent timber. The most important trees are Chōsen matsu (*Koraiensis, Sieb et Zucc*), To-hi (*Picea hondoensis*), Bara-momi (*Picea polita, Carr*), Kara-matsu (*Larix letolepis, Gord*), and *hibescus syriacus*. Some of the pine trees grow 100 feet in height and 6 to 7 feet in circumference, but most of them are about 80 feet high and 3 or 4 feet in circumference. The timber felling season begins in October and the trees are sent adrift down the river during the high water season (from the middle of June till the middle of August). The amount of timber collected at Kirin is estimated at 220,000 cubic feet a year.

Overland Communications. The eastern part of Kirin Province is mountainous, and in many places horse and vehicle traffic is rendered very difficult by the bad roads. In the southern part, though also mountainous, the roads are better, but the northern and western districts which are mostly flat, alone have easy means of communication. The principal highways starting from Kirin are as follows—(1) The road which starts from the west gates of Kirin crosses over Tou-tao-ling and Erh-tao-ling, and forks at Ta-shui-ho (15 mls.), the western road leading to Changchun and the southern leading to I-tung-chou (93 mls.). (2) The road which starts from the Pei-chi-men Gate in the northern part of the Walled City, passes over Hsuan-tien-ling, and goes through Wu-la-chieh (25 mls.), to Hsiu-shui-chan, where it branches, one branch proceeding along the north bank of the Sungari to Petuna (200 mls. see P. 275), *via* Tao-lai-chao, and the other running due north through Ku-yü-shu to A-shih-ho (160 mls. see P. 290). (3) The road, which starts west gates from the city, passes through Ma-chia-tun (5 mls.) and Chin-tsui-tzu, to Chao-yang-chen (110 mls. see P. 251). (4) The road which starts from the east gates, crosses the Sungari at the foot of Mt. Lung-tan-shan (120 mls.), then crosses the valley of Lao-yeh-ling, and reaches E-mu-so (120 mls.) where it forks, one branch going east to Ninguta (270 mls.), the other going southeast to Hung-chun and Chü-tzu-kai.

Sungari River, also called Sung-hua-kiang, has its source in the mountain range of Chang-pai-shan. After being increased by one of its tributaries, the Hui-fa-ho coming from Fengtien Province, it flows along the southern side of Kirin City and then further increased by the river I-tung-ho in the vicinity of Changchun, it flows through Petuna. Below Petuna, is the tributary, Nonni, after which flowing by Harbin, it is further augmented by the Hurka in the vicinity of Sansin. It then flows northeast and finally empties into the river Amur (*Hei-lung-kiang*). The river, 1,300 miles in length, irrigates extensive fields and connects many towns along its course. The entire water route, with the exception of the upper course south of Kirin, is utilized. Between Petuna and its mouth (600 mls.), the Sungari is one mile wide and 8 feet deep, so that steamers can navigate freely. In its 124 miles between Kirin and Tao-lai-chao, it is from 300 to 500 yards wide and about 4 feet deep, allowing navigation for craft of 2 feet draught.

Places of Interest. *Wen-miao* (Pl. F 5), at Tung-ta-tan-chieh, outside the Tung-lai-men Gate, is sacred to Confucius. It was

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founded in 1825, the 5th year of the *Tao-kuang* era. Though once a magnificent building, it has long been neglected and is in a wretched state of ruin.

Kiang-nan Park (Pl. D, E 7) is on the south bank of the river Sungari. The enclosure is extensive and with its fine trees, beautiful flowers, hills and arbors, is very attractive. Near the park, is an Experimental Farm, Sericultural Institute, and Lung-wang-miao Temple.

Pei-shan Park (Pl. A 4), half a mile from the Fu-shui-men Gate, is a lovely pleasure resort on a hill intersected with winding roads. On the summit is the Yü-huang-ko (hall), Kuan-ti-miao (temple), Kan-li-kung (old building), etc.

From this park the visitor obtain a bird's eye view of the whole city of Kirin with the winding Sungari in the distance. It is said that the Yü-huang-ko, Kuan-ti-miao, and Kan-li-kung were built, respectively, in 1739 (4th year of *Kan-lung*), 1665 (4th year of *Kang-hsi*), and 1878 (3rd year of *Kuang-hsü*).

SUNGARI RIVER & KIRIN CITY.

Hsiao-pai-shan, also called Mt. *Wang-chi-shan*, is a hill 4 miles southwest of Kirin. It is 150 feet high and 2 miles around its base. It is dotted with old trees, and on its summit is a ruined temple called Wang-chi-tien, which was founded in 1733 (the 11th year of *Yuang-chen*). It was the custom of the General of Kirin to visit this temple with his troops twice every year to worship. In an enclosure at the foot of the hill about a dozen sacred deer are kept.

Lung-tan-shan, 6 miles northeast of Kirin, rises high with more imposing grandeur even than Hsiao-pai-shan. The mountain is thickly wooded with ancient trees and is renowned for its beautiful tints in autumn, and also for a pond, said to be abode of a divine dragon. On the side of the mountain stand the temples Lung-wang-miao, and Niang-niang-miao.

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Route XXII. Changchun to Harbin.

South Line of the Chinese Eastern Railway, 222 versts, or 148 miles long which connects Kuan-cheng-tzu (2 mls. from the S. M. R. Station at Changchun) and Harbin, is controlled by the Chinese Eastern Railway Company, of Russia. This line has the same gauge of 5 feet as the Main Line between Pogranichnaia and Manchuria. Its southern terminus extends beyond Kuan-cheng-tzu into the compound of the Changchun Station, of the South Manchuria Railway. A passenger train of the Chinese Eastern Railway bound for Harbin from Kuan-cheng-tzu first enters this station, connects with a train of the South Manchuria Railway, returns to Kuan-cheng-tzu and then departs for Harbin. At Harbin, at the northern end of the line, connection is made with a train on the Main Line of the Chinese Eastern Railway, so that passengers bound for Vladivostok (see Route XXIII), Manchuria, or intermediate stations can change cars there.

Trains and Fares. Owing to the disorder now prevailing in Russia, the express train service on the Siberian Railway is still suspended and at present only a mail train and a mixed train of all classes of cars run once a day from each end (Changchun and Harbin), completing the journey in 8⅓ to 10 hours (fares, 1st cl. 67 roubles 20 copecks; 2nd cl. 41 roubles 65 copecks). However, these trains are liable to irregularities, and also owing to the daily fluctuation in the value of the rouble, reliable information as to fares can not be given. Intending passengers, therefore, should obtain particular information at the Changchun Station of the South Manchuria Railway, or at the Chinese Eastern Railway Company's office in the compound of the same station. **Tickets** A passenger from the South Manchuria Railway, who does not hold a connection ticket, should purchase one for the Chinese Eastern Railway on the connecting platform in the Changchun Station. Russian money only is accepted here.

Passports and Custom House. On the Chinese Eastern Railway between Kuan-cheng-tzu and Harbin and between Pogranichnaia and Manchuria, passports are seldom, if ever, needed. Custom inspection is made by Chinese officers at Changchun and Harbin to prevent the smuggling of opium, but it is not strict. Passengers who proceed east of Pogranichnaia, or west of Manchuria i.e. into Russian territory, are required to produce passport and are subjected to strict examination at these frontier stations. The train for Harbin, leaving the connecting platform at Changchun, proceeds southwest for a short distance, then it turns north, describing a semi-circle, and soon reaches Kuan-cheng-tzu Station.

Kuan-cheng-tzu 寬城子 (3 vrs. or 2 mls. from Changchun), is the southern terminus of the line. At one time, it showed indications of becoming a great Russian city, but with the development of the South Manchuria Railway settlement at Changchun since the Russo-Japanese War, it declined in prosperity until now it contains only a few railway offices and lodgings for the railwaymen.

The route north of Kuan-cheng-tzu is along an extensive plain which follows the river I-tung-ho, on the left, with the Hu-lan-ha-ta Range on the right. After passing through Mei-sha-tzu (29 vrs.) and Pu-hai (57 vrs.), the train arrives at Yao-men.

Yao-men (74 vrs., or 48.8 mls.). The leading market town in the province, extends on both sides of the railway, and is governed by the Te-hui-hsien District, recently separated from Chang-chun-hsien.

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Lao-chao-kuo (100 vrs., or 66.3 mls.), a junk port on the left bank of the Sungari, in the Te-hui-hsien District, ranks next to Yao-men in importance. River communication extends from here as far as Kirin on the upper course and to Petuna on the lower course.

Tao-lai-chao 陶頼昭 (111 vrs., or 73.2 mls.), also called Hsiao-cheng-tzu, is a small town of about 1,000 inhabitants, situated about 7 miles north of Lao-chao-kuo, a little beyond the iron bridge over the Sungari, west of the railway. For 15 miles from east to west are the agricultural regions of Wu-ko-shu and Wu-chia-chan, producing large quantities of soja beans, millet, and wheat, which are shipped out through the Tao-lai-chao Station. At Pi-chia-tien, about 6 miles southeast, is a freight and passenger traffic wharf which is connected by a branch line to the Tao-lai-chao Station.

Petuna also called Hsin-cheng, and the seat of the District Office of Hsin-cheng-hsien, is on the lower course of the Sungari on the right bank, distant from Tao-lai-chao about 152 versts, or 101 miles, by water route, and 76 miles by land. The town is made up of two sections, one outside and the other inside the walls, while on the south and west sides, it abuts on the river. A long street from east to west and another from north to south, traverse the city, and Nan-ta-chieh and Tung-ta-chieh are its busiest sections. The town has gained importance as a distribution market and the center of overland and water traffic. ***Public Buildings:***—District Office, Post Office, Telegraph Office, Police Office, Taxation Office, Middle School, Chamber of Commerce, etc. Population, 50,000.

Shih-tou-cheng-tzu 石頭城子 (130 vrs. or 87 mls.), also called Hsieh-chia-kang-tzu by the Chinese, is the largest town next to Shuang-cheng-pu on this line. About 2 miles northwest of the station lies the town of Shih-tou-cheng-tzu, surrounded by walls, and about 30 miles to the east is ***Yü-shu-hsien,*** with 10,000 inhabitants, where there is a district office, taxation office, and a police office. About 40 miles to the northwest is ***Chang-chun-ling,*** with 7,000 inhabitants. As the larger portion of the agricultural products of the neighborhood is transported through this station, Shih-tou-cheng-tzu has an extensive trade. Population, 3,000.

On the left bank of the river La-lin-ho, about 17 vrs. north of Shih-tou-cheng-tzu, is Tsai-chia-kou (147 vrs. from Changchun), and 30 versts farther north, beyond an iron bridge over the river, is the Shuang-cheng-pu Station.

Shuang-cheng-pu 雙城堡

(178 vrs., or 118 mls. from Changchun)

Arrival. By a mail train Shuang-cheng-pu may be reached in about 7 hours from Changchun and in 1½ hours from Harbin. **Carriages** of the Russian type run between the station and the north gate of the city.

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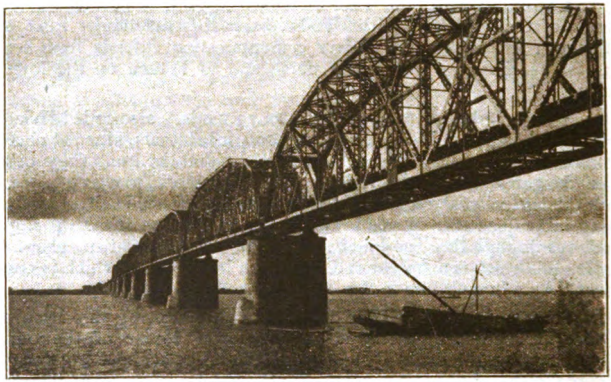

SUNGARI BRIDGE, HARBIN.

Shuang-cheng-pu, the largest town on this line, is 2 miles square, and is surrounded by walls pierced by four gates. The lofty structure about a mile southeast of the station is the north gate. The city inside the walls is crowded with houses, and the great thoroughfares leading from gate to gate are lined with rich merchants' stores. Pei-ta-chieh and Hsi-ta-chieh are good business streets. Population, 32,000. ***Public Buildings:***—District Office, Taxation Office, Police Office, Corn Exchange, Salt Office, Post Office, Telegraph Office, Medical Institute, Experimental Farm, Sericultural Office, etc.

Trade and Industry. The extensive plain around Shuang-cheng-pu has been brought under cultivation since 1900. Possessing various vehicles for commerce and industry as well as railway facilities, the city takes care of large quantities of products from La-lin (37 mls.) and Wu-chang-hsien (70 mls.) to the east, Chang-chun-ling (47 mls.) to the west, and other places in the vicinity. Excluding the amount consumed in the yufang (bean oil factories), mofang (flour mills), and shaokuo (kaoliang spirit breweries), the soja beans, red beans, kaoliang, and millet sent out through Shuang-cheng-pu totals annually 3,200,000 bushels. During the harvest season of each year the market becomes lively, with the agents of Mitsui and other outside firms purchasing the produce in large quantities. For the manufacture of flour, there are 150 mofang (old fashioned flour mills owned by Chinese) and a Russian mill which grinds about 350,000 bushels of wheat a year.

Leaving the Shuang-cheng-pu Station, the train passes through Wu-chia (195 vrs). Then 30 versts farther north, the white sails of junks are seen to the west on the river Sungari, and the train soon arrives at Harbin.

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Harbin 哈爾賓

(2 5 vrs., or 150 mls. from Changchun).

Arrival. All passengers for Harbin from Changchun, Vladivostok, or Manchuria Station arrive at the Central Station of Harbin (Pl. D 6), 483.3 miles from Vladivostok, and 580.4 miles from Manchuria. The station, a fine one-storied building, within a short distance of the New Town and Pristan contains the equipment usual in a modern railway station, including a restaurant.

Porters in white aprons with a number badge conspicuously displayed, are in the station, at the service of the passengers; their charges being 1 rouble per piece of baggage.

Motor Cars:—150 roubles (or about ¥13) per hour;* 300 roubles, 2 hours; 500 roubles, half day; 900 roubles, whole day. From the station to the New Town, 20—30 roubles; to Pristan 20—60 roubles; to Fu-chia-tien or Old Harbin 40—80 roubles. **Russian Carriages**:—28—30 roubles per hour, 45 roubles for 2 hours, 50 roubles, 3 hours; from the Station to the New Town 3—6 roubles, to Fu-chia-tien, 12 roubles. **Jinrikisha**—from the station to the New Town 2.5 roubles, to Pristan 4 roubles, to Fu-chia-tien 5 roubles.

The Japan Tourist Bureau has an Inquiry Office (Pl. 7, F 6) in the S. M. R. Co. Harbin Office's premises and is ready to render services to travelers, supplying them with connection tickets, reliable guide-books, etc.

***N.B.** Amounts in roubles are only approximate. The violent fluctuations in the value of the rouble make exact figures and prices impossible. Hotel and other charges in roubles change almost daily, at this writing.

Hotels. ***European Hotels:***—Grand Hotel (Pl. 1, D 6; *in front of the station*), Hotel Metropole (Pl. D 6; *in front of the Station*), Oriental Hotel (Pl. 7, F 6; *New Town*), Hotel Modern (Pl. 20, C 4; *Kitaiskaya Ulitsa, Pristan*), Kommercheskoi Gastinitsa (*Kitaiskaya Ulitsa, Pristan*), Officers' Hotel (*near the station*), all European style. Rates: 60 roubles and upward per room, 15 roubles per meal. ***Japanese Hotels:*** Hokuman Hotel, Nagoya-kan, Aburaya Hotel (Pl. D 5), Kōyō-kan. These are all in Mostovaya Ulitsa, Pristan. Rates: 'Japanese plan', ¥8.—15. ***Chinese Inns*** (*Kochan*)*:*—Fu-shun-chan (*Pristan*), Yueh-lai-chan (*Pristan*), Tien-yu-chan (*Fu-chia-tien*), Tung-chü-chan (*Fu-chia-tien*). Rates:—one night's lodging with two meals, 45—50 roubles (about ¥5).

Cafés and Restaurants. European food:—Hotel Modern, Restaurant in the Station, Dining Room of the Chinese Eastern Railway Club (*New Town*), Dining Room of the Officers' Club (*New Town*). Besides these, Russian restaurants are located all over the city. Japanese Food:—Musashino (*Mostovaya Ulitsa, Pristan*), Ugawa (*Potevaya Ulitsa, Pristan*), Fukagawa (*do.*). Chinese Food:—Chung-hsi Fan-tien, and many others, in Fu-chia-tien. Cafés:—Café Zazunoff (*Kitaiskaya Ulitsa, Pristan*), Père Chic (*New Town*).

Post, Telegraph, and Telephone:—Russian Post Office (Pl. 4, E 6; *New Town*); Russian Branch Post Office (Pl. B 3; *Pekarnaya Ulitsa, Pristan*). Postage Charges:—post-card, 25 copecks; letter, 2 roubles; registered letter, roubles. Japanese Post Office (which accepts telegrams as well as letters)—charges are the same as in Japan (*New Town, adjoining the Japanese Consulate*); Chinese Post and Telegrph Office (*Skvoznaya Ulitsa, Pristan*); Chinese Post Office (Pl. D 6; *New Town*); Telegraph Office in the office of

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the Chinese Eastern Railway Co.; Telegraph Office in the Station; Telegraph Office in Pristan Station (*on the bank of the Sungari*). Fees:—to an address on the Eastern Chinese Railway, 75 copecks per word; to an address not on the railway, 1.50 roubles per word. Chinese Telegraph Office (*Fu-chia-tien*).

Japanese and Russian Telephones: The Russian Telephone Office is located in the Office of the Chinese Eastern Railway Co. (to be rung up in Russian). The JapaneseTelephone Company is under private ownership, being owned and operated by a Japanese named Kobayakawa (to be rung up in Japanese).

Consulates:—British Consulate (Pl. F 6; *Bolshoi Prospekt, New Town*); French Consulate (Pl. 8, E 6; *Bolshoi Prospekt, New Town*); Italian Consulate (Pl. F 6 E 7; *Pochtovaya Ulitsa, New Town*); Japanese Consulate (Pl. 9, F6; *Novotorgovaya Ulitsa, New Town*); Russian Consulate (Pl. E 8; *Pravlenskaya Ulitsa, New Town*); United States Consulate (Pl. 9, F 6; *Novotorgovaya Ulitsa, New Town*).

KITAISKAYA ULITSA, HARBIN.

General Description of Harbin.

Harbin which is situated in 45° 50′ N. lat. and 126° 40′ E. long. on the right bank of the Sungari, flowing along the north frontier of Kirin Province, is the center of Russian activity, military and commercial, in the Far East, and at the same time, is the most important city in North Manchuria. The meeting of the three lines of the Chinese Eastern Railway at this city renders it an important junction on the great artery of communication between Europe and Asia, while the Sungari furnishes facilities for traffic by water. The streets are broad, regular, and mostly paved with stone in the European style.

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The city is roughly divided into three parts: the New Town, Pristan (or the Wharf District), and the Old Town. The total population of Harbin is 100,000, of whom 3,000 are Japanese and 45,000 Russians. There is also a Chinese town called Fu-chia-tien, east of Pristan, which is generally regarded as part of the city of Harbin.

New Town, called Chin-chia-kang by the Chinese, is oblong in shape and extends southeastward from Harbin Station on the high ground in the center of the leased territory. A wide street, called Wakzalnyi Prospekt, runs from the station and leads Harbinsky Prospekt through a broad square in which stands Nikolaevsky Temple. Bolshoi Prospekt, which traverses the square at right angles with Wakzalnyi Prospekt is the longest thoroughfare in the New Town, and on Novotorgovaya Ulitsa, which crosses Bolshoi Prospekt to the northeast, are many substantial buildings. In this quarter are most of the public buildings: the offices of the Chinese Eastern Railway Company, the Garrison Quarters, the Russo-Asiatic Bank, the Consulates of all Powers, the Post Offices and other large buildings. All New Town streets are well laid out.

Pristan, or the commercial district of Harbin, is a triangular shaped lowland section on the river Sungari. A viaduct connects it with the New Town, and on the east it faces the industrial quarter adjacent to Fu-chia-tien, across the railway. Here are found many large and small stores, and people of all nationalities in great numbers live here. Especially prosperous is the street named Kitaiskaya. The wharf with the Chinese Eastern Railway and the Amur Steamship Companies' steamers, and a host of Chinese junks constantly arriving and departing, presents a busy scene. The river is an auxiliary to the railway for conveying merchandise into the heart of the country. In the ward of Pristan is the Municipal Office; the Chamber of Commerce; Yokohama Specie Bank, Branch; Shōka Ginkō; Mitsui Bank, Branch; and the Office of the Japanese Residents' Association. Besides these there are many factories, entertainment halls, parks, Japanese hotels, etc., and most of the shops of the Japanese merchants are located around Mostovaya Ulitsa.

Old Town, called Stal Harbin by the Russians, is situated 2 miles from the station and forms a separate ward southeast of the New Town, with the railway line for Vladivostok as its southwestern boundary. Formerly this district was the most thriving part of the city, but after New Town and Pristan were founded, it lost much of its prosperity when the principal shops and firms moved over to the new wards. Now there are left only a few official residences and factories, including the residence of the chief of the Chinese Eastern Railway Co., the Army Quarters, the Printing Office of the Chinese Eastern Railway Co., the North Manchuria Milling Co., and the Oil Company, all of which occupy conspicuous buildings.

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Fu-chia-tien is a Chinese town on the Sungari River, to the east of Pristan and outside the Russian concession boundary. With the growth of the city of Harbin this district has made great strides and now it is a beautiful town on European lines, quite unlike an ordinary Chinese city. A new section has recently been added to its eastern end, and there is every sign of a promising future for it. The population is now estimated at 60,000, mostly Chinese, and it is expected to soon surpass that of Pristan. Many public buildings, such as the Chinese Government Offices, Banks, Telegraph Offices, closely line the streets, and this busy town is important as the center of the Chinese trade originating in the territory drained by the river Sungari.

History. The city was formerly a lonely village, but when, in 1896, the main line of the Chinese Eastern Railway was completed, it soon became a city, and since 1898, the year in which the Harbin-Port Arthur Line was constructed, its development has been remarkable, and though the city suffered somewhat in the Boxer trouble and the Russo-Japanese War, its progress has never stopped. In 1907, the city was opened to world trade, a Chinese Custom House being established in the New Town.

Public Buildings. ***Russian:*** High Command Offices of the Chinese Eastern Railway Co. (*New Town*); Chinese Eastern Railway Board (Pl. D 8; *Bolshoi Prospekt, New Town*); Garrison Quarters of the Chinese Eastern Railway (Pl. 6, E 6; *Bolshoi Prospekt, New Town*); Harbin Municipal Office (*Pristan*); Russian Police Station (Pl. 28, B 3; *Kitaiskaya Ulitsa, Pristan*); New Town Police Station (Pl. 3, E 6; *Gospitalny Gorodok, New Town*); Pristan Police Station (Pl. B 3; *Politseiskaya Ulitsa, Pristan*); Russian Chamber of Commerce (*Mostovaya Ulitsa, Pristan*). ***Chinese:*** Pin-kiang Prefectural Government (Pl. F 2; *Fu-chia-tien*); Pin-kiang-hsien District Office (*Fu-chia-tien*); Diplomatic Office of the Kirin Provincial Government (Pl. C 3; *Pristan*); Diplomatic Office of the Hei-lung-kiang Provincial Government (Pl. D 3,4; *Pristan*); Harbin Police Headquarters (*New Town*). Chinese Custom House (Pl. 2, D 6; *New Town*); Chinese Chamber of Commerce (Pl. 24, C 3; *Pristan*).

Banks. Russo-Asiatic Bank (Pl. E 6; *Wakzalnyi Prospekt, New Town*); Hongkong-Shanghai Banking Corporation, Branch (Pl. 11, D 5; *Polevaya Ulitsa, Pristan*); Yokohama Specie Bank, Branch (Pl. D 4; *Skvoznaya Ulitsa, Pristan*); Bank of Chōsen, Branch (Pl. 13, D 4; *Skvoznaya Ulitsa, Pristan*); Moscow Commercial Bank, Branch (*Pristan*); Sungari Bank (*Polevaya Ulitsa, Pristan*); Second Credit Bank (Pl. 19, B 4; *Kitaiskaya Ulitsa, Pristan*); Bank of Communications (*Fu-chia-tien*); Bank of China (Pl. F 2; *Fu-chia-tien*); Kwansin Kungssu Bank (Pl. 25, C 3; *Fu-chia-tien*); Chi-pien Bank (*Pristan*).

Business Offices, Companies: Anglo-Chinese Eastern Trading Co. (*New Town*); North Manchurian Electric Co. (*Pristan*); Tō-a Commercial Firm (*Pristan*); Russo-Japanese Trading Co. (*Pristan*); Mitsui Bussan Kaisha, Branch (Pl. 12. D 4; *Uchastkovaya Ulitsa,*

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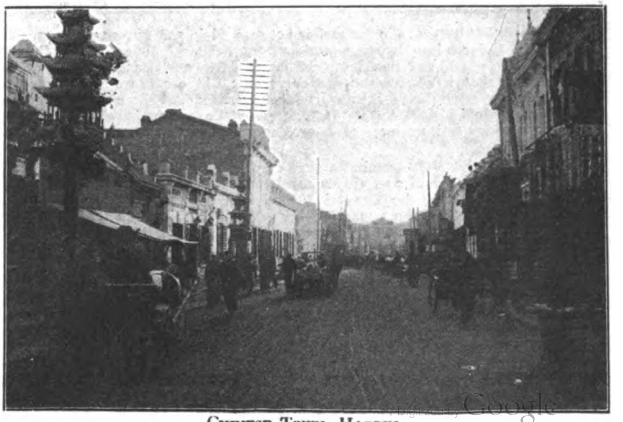
Pristan); S. M. R. Co's Harbin Office (Pl. 7, F 6; *Novotorgovaya Ulitsa, New Town*); Suzuki Shōten Firm, Branch (*Mostovaya Ulitsa, Pristan*); Japan Cotton Spinning Co. (*Pristan*); Japan Trust Co (*Pristan*); Japanese Commercial Museum (*Diagonalnaya Ulitsa, Pristan*); Churin Co. (Pl. 10, F 6; Department Store, *Novotorgovaya Ulitsa, New Town*); Churin Co., Branch (Pl. 27, C 3; *Kitaiskaya Ulitsa, Pristan*); Kozoroff Co. (Department Store, *New Town*); Skidersky (dealer in firewood; *New Town*); Soskin (Exporter; *Pristan*); Wassald Firm (*do.*), Aguishoff Firm (general store, *Kitaiskaya Ulitsa, Pristan*); Kumazawa Firm (general store, *Kitaiskaya Ulitsa, Pristan*), Umehara Firm (*do.*), Bazaar (Pl. E 7; *Pristan and New Town*).

Schools and Hospitals: C. E. R. Girls' Commercial School (Pl. D 8; *Bolshoi Prospekt, New Town*); C. E. R. Boys' Commercial School (Pl. D 8; *Bolshoi Prospekt*); Oksakovskaya Girls' School (*New Town*); Guenierozawa Girls' School (*Kitaiskaya Ulitsa, Pristan*); Dorezuria Middle School (*New Town*); Anders Middle School (*Pristan*); C. E. R. Training School (*New Town*); Horwat Gymnasium Middle School for Boys and Girls (*Ma-chia-kou*); Railway Hospital (Pl. E 6; *in front of the Station*), a large and well equipped hospital, where railwaymen obtain medical care gratis, though others have to pay; Public Hospital (*near the Station*); City Hospital (Pl. F 5; *Mukdenskaya Ulitsa, New Town*); Military Hospital (Pl. D 5; *Pristan*); Russian Red Cross Hospital (Pl. C 2; *Pristan*).

Libraries and Newspapers: There are two libraries in the city, one in the C. E. R. Club (*New Town*); the other in the Commercial Club (*Pristan*). Chief Newspapers: Russian:—Novoi Ziezni



CHINESE TOWN, HARBIN.

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(*Pristan*), Westnik Manchuria (*New Town*), Swet (*Pristan*); Japanese:—Siberia Shimbun (*New Town*), Harbin Shimbun (*Pristan*); Chinese:—Yuan-tung Pao (*Pristan*).

Churches, etc. Nikolaivsky Temple (Pl. E 7; *New Town*); Sofiesky Temple (Pl. 15, C 4; *Pristan*); Iverskaya Temple (*Pristan*); Monastery (*Pristan*); Stal Harbin Temple (*Old Town*); Roman Catholic Church (Pl. G 6; *New Town*); Jewish Temple (*Pristan*); and Mohammedan Temple (*New Town*).

Places of Amusement. Clubs: Chinese Eastern Railway Club (Pl. D 8; *New Town*); Commercial Club (Pl. 26, B 3; *Pristan*); Mechanics Shops (*Pristan*); Army Officers' Club (*New Town*). ***Theatres and Cinema Shows:*** Théâtre Moderne (Pl. 20, C 4; *Pristan*); Palermo Theatre (Pl. 21, C 3; *Pristan*); Decadance Cinematograph (Pl. 22, B 3; *Pristan*); Orient Cinema (Pl. 7, F 6; *New Town*); Poland Cinema (*New Town*). Theatrical performances are frequently held in the Chinese Eastern Railway Club and in the Commercial Club. Chinese Theatres: Ping-kang-li Ta-wu-tai (*Fu-chia-tien*), Tung-lo Cha-yuan (Pl. F 2; *Fu-chia-tien*).

Wharf. Harbin Wharf extends along the entire river side of the northern end of Pristan. Freight connections are made between the wharf and the Central Station by means of a special track. Pristan Station is on the wharf. River steamers owned by the Chinese Eastern Railway Company and the Far-Eastern Forwarding Company ply up and down the Sungari as far as Petuna on the upper stream and Fu-chiu-chin on the lower, loaded, when in coming, chiefly with beans, wheat, kaoliang and other agricultural products; and when outgoing, with miscellaneous goods.

Navigation on the Sungari. The Sungari is frozen over for nearly half the year, and its navigation is limited to the warm season from the middle of April to the end of October.

The first Section of the Sungari is between Kirin and Petuna (327 vrs.—218 mls.). It is divided into two sub-sections, one between Kirin and Tao-lai-chao (187 vrs.—125 mls.), and one between Tao-lai-chao and Petuna (140 vrs.—93 mls.). Tao-lai-chao is one of the stations of the Chinese Eastern Railway near the bank of the Sungari and railway connections are made here with the wharf for the convenience of steamer passengers. The water is shallow in this section and only small steamers of 2 or 3 feet draught can be employed in the service.

The Second Section. Main Stream covers the Sungari between Petuna at the junction of the Nonni and the Sungari, and Sansin, at the junction of the Hur-he (or Hurka) and the Sungari (580 vrs.—387 mls.). Harbin lies in the middle of this section. The stream at this point is deep enough for steamers of 3 to 5 feet draught and it is the busiest part of this water route. However, the rapids at several places made navigation dangerous, especially at the Sansin Rapids, 55 versts above Sansin.

The Third Section covers the Sungari between Sansin and the junction of the river with the Amur (294 vrs.—196 mls.). Here the stream is at its maximum depth, having received the inflow of the Hur-he, accommodating steamers of 4 to 5 feet draught. In respect to local trade this section is the most important, and considerable efforts have been made by the Chinese Eastern Railway Co. to assure the safety of navigation by means of buoys in the danger zones. As yet no jetties have been constructed anywhere, except at Harbin, where there are two small ones.

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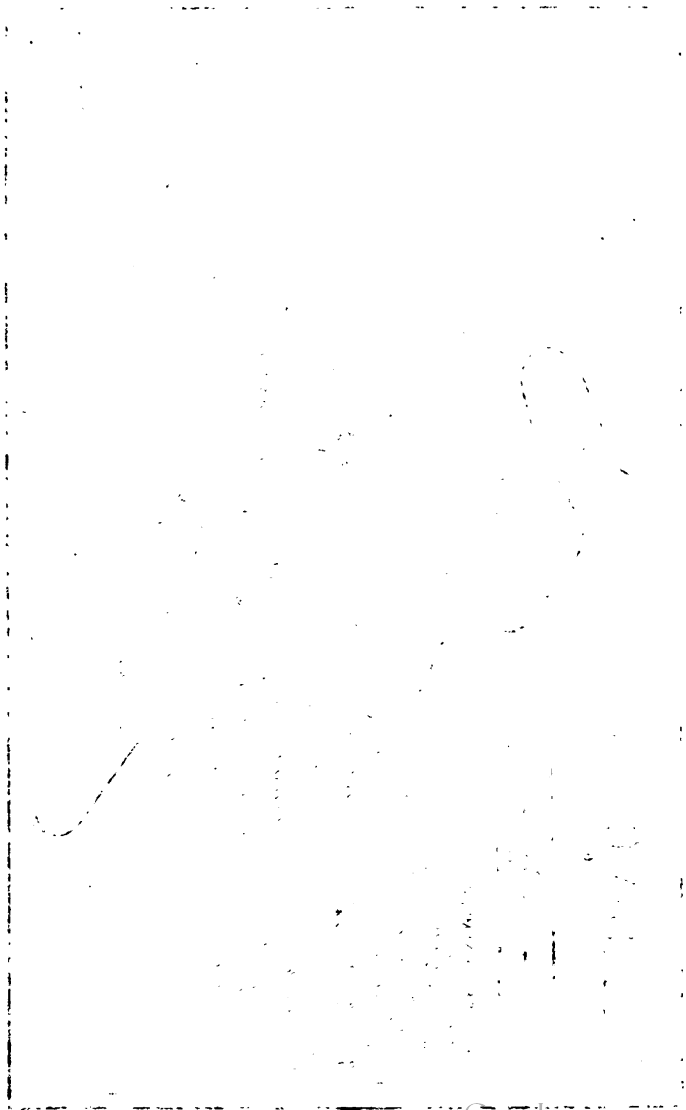
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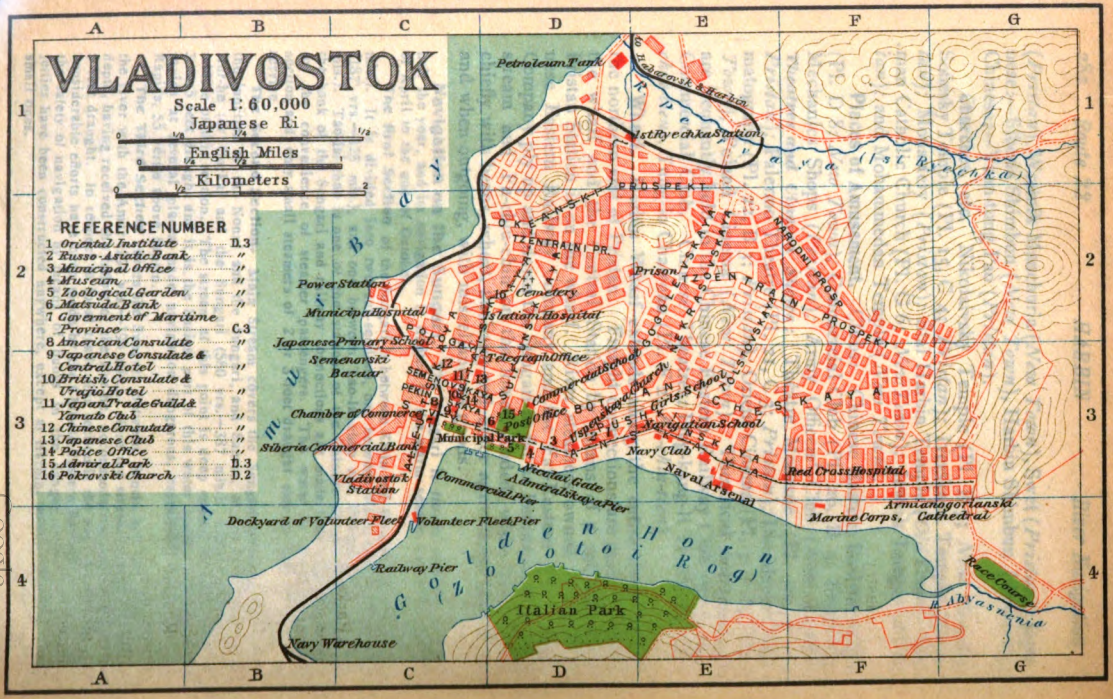
VLADIVOSTOK
Scale 1: 60,000
Japanese Ri
English Miles
Kilometers
REFERENCE NUMBER
1 Oriental Institute D.3
2 Russo-Asiatic Bank "
3 Municipal Office "
4 Museum "
5 Zoological Garden "
6 Matsuda Bank "
7 Goverment of Maritime Province C.3
8 American Consulate "
9 Japanese Consulate & Central Hotel "
10 British Consulate & Urajio Hotel "
11 Japan Trade Guild & Yamato Club "
12 Chinese Consulate "
13 Japanese Club "
14 Police Office "
15 Admiral Park D.3
16 Pokrovski Church D.2
Petroleum Tank
Habarovsk & Harbin
1st Ryechka Station
Ryechka (1st Ryechka)
Prospekt
Kiansky
Zentralni Pr.
Prison
Zentralni Prospekt
Narodni Prosp.
Cemetery
Power Station
Municipal Hospital
Islation Hospital
Japanese Primary School
Semenovski Bazaar
Telegraph Office
Commercial School
Post Office
Chamber of Commerce
Municipal Park
Siberia Commercial Bank
Vladivostok Station
Commercial Pier
Nicolai Gate
Admiralskaya Pier
Girls School
Navigation School
Navy Club
Naval Arsenal
Red Cross Hospital
Armianogorianski Cathedral
Marine Corps,
Dockyard of Volunteer Fleet
Volunteer Fleet Pier
Railway Pier
Golden Horn (Zolotoi Rog)
Italian Park
Navy Warehouse
Race Course
R. Abyasnenia
Amur Bay

Commerce. Harbin is the chief market of Northern Manchuria and the hub of land and river connections. Consequently, it is a thriving place. During the last 12 months the total trade amounted to 6,096,000 *Hk. tls.*, of which 2,243,000 *K'k. tls.* represent the exports. The principal articles exported are grain, wheat flour, cattle, and meat; while textile goods, tobacco, sugar, cutlery, hardware, clothing, groceries, fish, and eggs, are the principal imports.

Industry. In Harbin bean oil and flour grinding are the most important industries. The nearby country yields an almost unlimited amount of soja beans. In Pristan and Fu-chia-tien are eighteen great modern oil factories, producing 535 tons of bean oil daily. The most important of the flour mills is the Associated Flour Mills (Pl. C 2), the Russian Flour Mills, the First Manchurian Flour Company (Pl. B 2), the Shuang-ho-sheng, the Irkutsk Flour Company, etc. each of which has a daily output of from 5,000 to 20,000 pounds of flour.

MARKET AT PRISTAN, HARBIN.

Parks. The New Town, the Old Town and Pristan each possesses a park. Though without special features, they have excellent winding roads furnished here and there with benches. The park in the north of Pristan (Pl. C 3) is perhaps the best equipped. One half of it is open to the public as a promenade place; the other half, devoted to cinema shows, dancing, theatricals, etc., requires a fee for admission. This park is a favorite resort on Summer evenings.

Russian Baths. The Russian bath is well known as a luxury comparable to the Turkish bath. Generally it consists of a hot water bath, then a steam bath followed by a rest in a room furnished with couches. In Harbin there is the Central Bath (known as Michkova Bath. Pl. 14, D 4; the Hilkof Ulitsa, Pristan), and others, located in Torogovaya Ulitsa (*Pristan*); Aptekarskaya Ulitsa (*Pristan*); Deagonarnaya Ulitsa (*Pristan*); Pochtovaya Ulitsa (*New Town*), etc.

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PART IV. SIBERIA.

Route XXIII. Vladivostok.

Arrival. At Vladivostok there are two stations: the 1st Ryechka Station (Pl. D, E 1), and the Vladivostok Station (Pl. C 3). The 1st Ryechka Station is situated in the northern part of the city and is the first station for travelers from Habarovsk and Harbin. The train, running farther to the southwest, goes to the other station near the Golden Horn, where it connects with steamers at the piers.

Steamer Services:—The Tsuruga—Vladivostok Line (operated by the O. S. K.)—once a week; direct voyage line, 489 nautical miles—42 hours; fares:—1st cl., ¥45.00; 2nd, ¥25.00. Russian Volunteer Fleet:—Service suspended at this writing.

Custom House and Passports. The baggage of travelers en route to Siberia *via* Vladivostok is subjected to Russian customs' examination. A traveler in Russian territory should always be provided with a passport viséed by a Russian consul.

Motor Cars. There is a motor car service in the city comprising some 400 automobiles and taxicabs, for the convenience of the public. Fares:—(for cars owned by Russians) 1 hour, ¥15.00—¥20.00; (for cars owned by Japanese) 1 hour, ¥12.00. Motorbuses run between the Station and Fvokka, (fare:—175 roubles). **Tramcars:**—between Vladivostok Station and Fvokka, (fare:—10 roubles). **Carriages.** Owing to the great depreciation of Russian currency there is no fixed tariff for carriage fares; generally the charges are: 1 hour, 1,000 roubles; from the Piers to the center of the city (Japanese Army Headquarters), 250 roubles. **Sampans** between the Piers and the steamers in the port, charges: 100 to 500 roubles. **Steam Launches:** 400 roubles per hour.

Hotels. ***Russian Hotels:*** Zorotoirog (*Kitaiskaya Ulitsa*), Livof (*Pervaya-morskaya Ulitsa*), Europe (*do.*), Sever (*Semenovskaya Bazaar*), Stavropol (*do.*)—rooms-1 day, 100 to 125 roubles. ***Japanese Hotels:*** Versel (*Svyetlanskaya Ulitsa*), Central Hotel (Pl. 9, C 3; *do.*), Vladivostok Hotel (Pl. 10, C 3, *Semenovskaya Ulitsa.*), Asahi Hotel (*do.*). Rates (with three meals): Special cl. ¥20.00; 1st cl. ¥17.00; 2nd cl. ¥16.00; 3rd cl. ¥13.00. Tokunaga Ryokan (*Porosenskaya Ulitsa*), Fusō-sha (*Kitaiskaya Ulitsa*), Mori Ryokan (*Pekinskaya Ulitsa*), Fukuda Ryokan (*do.*). Rates (with three meals): 1st. ¥10.00; 2nd, ¥9.00; 3rd, ¥8.00.

Restaurants. European food:-Zorotoirog (*Aleutskaya-Ulitsa*). Yakor (*do.*), Viuin (*in the Municipal Park*), Eden (*Svyetlanskaya*

Note. In the following Routes, with the descriptions of cities and towns, etc., in Russia, the reader should bear in mind that this descriptive matter covers the period when conditions were normal. At this writing it is impossible to give exact figures as to manufactures and as the quantities of annual products—or of real exports and imports now prevailing, owing to the disturbed conditions existing and the stoppage, in many cases, of much of the business mentioned in these Routes.

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Ulitsa). Japanese food: Tokiwa (*Kasoipereulok Ulitsa*), Chitose (*do.*), Kintoki (*do.*), Kaiko (*do.*), Shikishima (*Porosenskaya Ulitsa*).

Post and Telegraph. Russian Post and Telegraph Office (Pl. D 3, *Svyetlanskaya Ulitsa*)—Charges: to Japan, 50 roubles per message; to Shanghai, 75 roubles per message.

Banks: Russo-Asiatic Bank, Branch (Pl. 2, D 3, *Svyetlanskaya Ulitsa*); Siberian Commercial Bank (Pl. C 3, *Aleutskaya Ulitsa*); Matsuda Bank (Pl. 6, D 3, *Fontanaya Ulitsa*); Lombard (*Fontanaya Ulitsa*).

General Description of Vladivostok.

Vladivostok is the capital of the Maritime Province which embraces the Pre Amursky Krai, or southern region of the Amur, the Transbaikal and Amur Province, and the Russian north half of the island of Saghalien. The administrative center is at Habarovsk, where the Governor General resides.

The City of Vladivostok extends along Golden Horn Bay and Amur Bay. The entire length of the city is 2.7 miles from east to west, and as the city is built on hills its streets are not level. The view, however, is very fine. Near the center of the southern shore is Admiral Pier and Nikolai Gate. This gate divides the city into the eastern and western sections, connected by a broad street, called Svyetlanskaya Ulitsa. Furnished with street cars, this street is the busiest part of the city. Many public buildings, temples, parks, shops, hotels, and restaurants, are located here. The eastern end of the street is commonly called Fvokka, which means 'suburbs' so named, because in the early days of Vladivostok it was in the outskirts of the city. Vladivostok Station, the terminus of the great Trans-Siberian Railway, is on the broad street running from north to

PORT OF VLADIVOSTOK.

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south in the western part of the city, called Aleutskaya Ulitsa. Recently the city has been extended both lengthwise and crosswise, and now practically reaches to the 1st Ryechka Station.

The streets are mostly laid out with carriage ways and sidewalks, but, excepting Svyetlanskaya Ulitsa, are very badly constructed, so that when it rains they become extremely muddy, while on fine days the least wind raises a cloud of dust, to the no small annoyance of wayfarers. The latest reliable statistics, in 1913, gave the population as 95,000, but since that time it has greatly increased, owing to the refugees who have flocked to it from many countries.

The Port of Vladivostok lies at the southern end of a long peninsula reaching into Peter the Great Bay. Of the ports in East Siberia it is by far the most important, both as a military and commercial center. Vladivostok is one of the most magnificent harbors in the East. From its peculiar long and narrow shape and the slightly auriferous soil of the surrounding hills it was not inappropriately named the Golden Horn. The entrances to the harbor are hidden by Russian Island, which divides the fairway into two narrow passages. This fine sheet of water first runs for about half a mile in a northerly direction and then suddenly bends to the east for a distance of about one mile. On all sides it is surrounded by sharply sloping hills, low on the southern and higher on the northern shore. Once green with foliage, they have been completely denuded of trees by reckless felling. The harbor, capable of accommodating an almost unlimited number of vessels of deep draught and large capacity, affords a safe anchorage. During the winter months it is kept open by icebreakers, so that steamers can always make the harbor without difficulty. The floating dock is capable of taking in vessels up to 3,000 tons, and there is a fine graving docks of the following dimensions: length over all, 628 feet; length at bottom, 555 feet; breadth, 120 feet; breadth at entrance, 90 feet; depth 30 feet. There are also two large docks built especially for the State war fleet, but merchant vessels are now permitted to dock there.

Piers. Railway Pier (Pl. C 4, *Egersheld*). Volunteer Fleet Pier (*ditto.*). Commercial Pier (Pl. C 3, *inside the Commercial Port*), Municipal Pier (*ditto*), Admiral Pier (Pl. D 3, *ditto.*), Naval Pier (*inside the Naval Port*).

History. In 1904, when the Russo-Japanese War broke out, Vladivostok became a free commercial port, and thousands of Russian troops were sent to defend it against Japanese attack. These troops caused much disorder in the city, and when the war ended in the following year the malcontents among the soldiers and the civilian population formed a league and defied the authorities in open revolt. The disturbance lasted from the end of 1905 till the beginning of 1906, the result being that most of the city was destroyed and much of its former prosperity departed. When order was restored, however, many people came into the city again and business began to recover gradually. Owing to the great scarcity of all commodities, and the need of replenishing all stocks, the imports in 1906 reached the unprecedented amount of 25,320,000 roubles, and the export, 1,229,800 roubles. In July of the same year, the Russian Volunteer Fleet opened a regular service between Vladivostok and Tsuruga, and in April, 1907, Osaka Shōsen Kaisha also opened a similar service. Consequently industry

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was revitalized, and the city which had suffered so heavily once more returned to its former prosperity. In 1908, the exportation of North Manchuria soja beans greatly increased and the trade which had hitherto been unbalanced (the imports being 3 to 24 times as much as the exports) regained its normal state. As a rule the excess of imports over exports now average from 20 to 30 per cent in quantity, and the value of the imports usually run about two or three times more than the exports; so the disparity in the proportion of imports to exports named above, prior to 1908, is apparent.

Consulates. British Consulate (Pl. 10, C 3, *Pekinskaya Ulitsa*); Belgian Consulate (*Svyetlanskaya Ulitsa*); Chinese Consulate (Pl. 12, C 3, *Pushkinskaya Ulitsa*); Dutch Consulate (*Aleutskaya Ulitsa*); Danish Consulate (*Svyetlanskaya Ulitsa*); French Consulate (*Pekinskaya Ulitsa*); Greek Vice-Consulate (*Svyetlanskaya Ulitsa*); Italian Consulate (*ditto*); Japanese Consulate General (Pl. 9, C 3, *Kitaiskaya Ulitsa*); Norwegian Vice- Consulate (*Svyetlanskaya Ulitsa*); Swedish Consulate (*ditto*); United States Consulate (Pl. 8, C 3, *Aleutskaya Ulitsa*).

A Part of Vladivostok City.

Public Offices: Government of Maritime Province (Pl. 7, C 3, *Svyetlanskaya Ulitsa*); Custom House (*Svyetlanskaya Ulitsa*); Trading Port Office (*Pushkinskaya Ulitsa*); Municipal Office (Pl. 3, D 3, *Svyetlanskaya Ulitsa*); Police Office (Pl. 14, C 3, *Suifunskaya Ulitsa*); District Court of Justice (*Aleutskaya Ulitsa*); Prison (Pl. D, E 2, *Kūperovskaya Bāzi*); Gendarmerie Station (*Fontanaya Ulitsa*); Immigration Bureau of Maritime Province (*Aleutskaya Ulitsa*); Ussury Railway Co. (*Aleutskaya Ulitsa*); Branch Office of the Chinese Eastern Railway Co. (*ditto*).

Schools: Oriental Institute (Pl. 1, D 3, *Pushkinskaya Ulitsa*); Alekseiv Girls' High School (*Suifunskaya Ulitsa*); Commercial School (Pl. D 3, *Nagornaya Ulitsa*); Aleksandrovsky Navigation School (Pl. E 3, *Pushkinskaya Ulitsa*); Japanese Primary School (Pl. C 2, *Fontanaya Ulitsa*).

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Libraries & Museums: Municipal Library (*Vostochinaya Ulitsa*); Gogol Library (*Svyetlanskaya Ulitsa*); Museum (Pl. 4, D 3, *Admiral Pristan*); Zoological Garden (Pl. 5, D 3, *Svyetlanskaya Ulitsa*); Municipal Botanical Garden (*Kitaiskaya Ulitsa*); Zaoikoff Botanical Garden (*Svyetlanskaya Ulitsa*); Neverskoff Botanical Garden (*ditto*).

Newspapers & Magazines: Golosrozinui Press Co. (*Svyetlanskaya Ulitsa*); Dalnevostochinoe-obozrenie Press Co. (*Aleutskaya Ulitsa*); Krasnaya-znamya Press Co. (*Botanicheskaya Ulitsa*); Briuch Weekly Magazine Co (*Pereulok Ulitsa*).

Churches & Temples:- Uspenskaya Church (Pl. 3, *Svyetlanskaya Ulitsa*); Pokrovsky Church (Pl. 16, D 2; *Kitaiskaya Ulitsa*); Armiano-gregoriansky Cathedral (Pl. F 3, *Masrovskaya Ulitsa*); Mission of the Nishihonganji Sect (*Fontanaya Ulitsa*); Chinese temples (*Kitaiskaya Ulitsa*), etc.

Hospitals: Municipal Hospital (Pl. C 2, *Kamarovskaya Ulitsa*); Isolation Hospital (Pl. C, D 2, *Kitaiskaya Ulitsa*); Red Cross Hospital (Pl. E, F 3; *Svyetlanskaya Ulitsa*); Municipal Charity Association (in the *Municipal Office*); Noblemens Protection Society of the Asylum for Disabled Soldiers (*Sedanka*).

Principal Factories: Naval Arsenal (Pl. E 3, *Pushkinskaya Ulitsa*); Provisional Carriage Erection Works (*Pervayarechika Ulitsa*); Canning Factory (*Gverovskaya Ulitsa*); Volunteer Fleet Dockyard (Pl. C 4, *Egersheld Pier*); Kstel Brick Works (*Kshiroiugol Ulitsa*); Serbovsky Casting Works (*Avrekskaya Ulitsa*); Flour Mill (*Gverovskaya Ulitsa*).

Foreign Trade. Owing to the special condition which the War has brought upon the foreign trade of Vladivostok, no reliable up-to-date statistics are obtainable. According to pre-war reports, the total exports in 1914 amounted to 23,434,000 roubles, while the imports totaled 54, 052,000 roubles. The principal articles of export are cheese, furs, antlers, fresh fish, printed calico, match wood, flax seed, timber, soja beans, bean cakes, wheat, etc. The principal imports are sugar, vodka, mineral oil, iron, steel, copper, unhulled rice, fruits, brick tea, food stuffs, domestic animals, machinery, agricultural instruments, etc.

Companies & Shops. Kunst and Albers (*Svyetlanskaya Ulitsa*); Churin Co., general stores (*ditto*). Ōkura Shōji Kaisha, dealers in corn and machinery (*Kitaiskaya Ulitsa*); Mitsui Yōkō, shipping and general export department (*Malokerovsky-pereulok Ulitsa*); Messrs. Chimmelman & Co., wholesale dealers in wheat (*Kitaiskaya Ulitsa*); Hayashi, Shipping Agents of the Chōsen Mail Steamship Co., and the O. S. K. ***Commercial Associations.*** Chamber of Commerce (Pl. C 3, *Svyetlanskaya Ulitsa*); Japanese Trade Guild (Pl. 11, C 3, *Semenovskaya Ulitsa*); Japanese Money Exchange and Corn-factors' Guild (*ditto*); Chinese Merchants' Association (*Kitaiskaya Ulitsa*).

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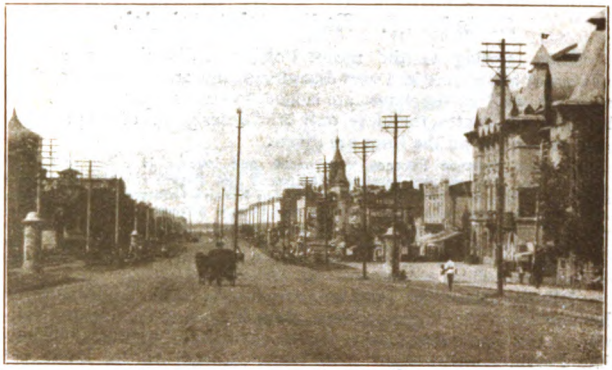

MURABIEF AMURSKAYA STREET, HABAROVSK.

Parks. Municipal Park (Pl. C 3, at the junction of *Svyetlanskaya* and *Kitaiskaya Ulitsa*); Admiral Park (Pl. 15, D 3; *Svyetlanskaya Ulitsa*).

Theatres, Clubs, etc. Zorotoirog Theatre (*Svyetlanskaya Ulitsa*); Chirk Theatre (*Pushkinskaya Ulitsa*); Narodnuidom Theatre (in the *Citizens Hall*); Platinum Hall (*Kitaiskaya Ulitsa*); Japanese Club (Pl. 13, C 3; *Fontanaya Ulitsa*); Yamato Club (Pl. 11, C 3; in the center of *Kasoipereulok Ulitsa*); Race Course (Pl. G 4, *Kuevoi-ugol Ulitsa, at the east end of the city*); Bathing place (*Naberezinaya seashore*); Skating place (*Golden Horn*).

Places of Interest: ***Nicolai Gate,*** in front of Admiral Pier (Pl. D 3), was built in honor of the late Emperor *Nicholas II*, who, as Crown Prince, landed at this pier on his way from a tour of Japan. It is constructed in European style and adds much to the beauty of the pier.

Italian Park is situated on the Churkin Promontory opposite Admiral Park (a ferry service between this park and Admiral Pier covers the distance in about half an hour). The park is large and very quiet, with theatres, restaurants, and music halls amongst trees, and it commands a view of Vladivostok across the bay.

Okeanskaya is 13.3 miles north of Vladivostok and may be reached in an hour. It is well known as an excellent villa district.

Sedanka is 10.6 miles north of Vladivostok, and may be reached in 40 minutes. The place is noted as a villa district as well as a good sea bathing resort. Okeanskaya and Sedanka overlook the Bay of America, and the green trees and fresh air make them agreeable resorts for people who desire to escape from the din and bustls of the city. Special trains run between these places and Vladivostok.

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Route XXIV. Vladivostok to Irkutsk.

Note. Owing to the recent Bolshevist disturbances, all the railways of Siberia are in a very disordered state and the service of the trains, as well as the fares, are subject to constant alterations. In the following Routes, therefore, only brief descriptions of the principal cities and towns on the lines are given.

The total distance between Vladivostok and Irkutsk is 3,027 versts, or 2,006.9 miles. The railway between Vladivostok and Pogranitchnaia, across the southwestern part of Maritime Province and *via* Nikolsk-Ussurisk, is 217 versts, or 143.9 miles long, and forms part of the Ussury Railway. The Line from Pogranitchnaia to Manchuria *via* Harbin and Tsitsihar, which is 1,388 versts, or 920,2 miles long, and is the main line of the Chinese Eastern Railway. The line between Manchuria and Innokentevskaya, 1,431 versts, or 948.8 miles long, *via* Karimskaya, Chita, and Irkutsk is the Transbaikal Railway.

Nikolsk-Ussurisk (102 vrs.—67.6 mls. from Vladivostok) is the junction of the Pogranitchnaia Branch Line of the Ussury Railway. It is the central market for the agricultural products of Maritime Province. ***Principal Buildings:*** County Office; Municipal Office; Police Office; Emigration Bureau; Professional School; Higher Girls' School; 16 Elementary Schools; Bank of Russia; Siberian Commercial Bank; Mutual Partnership Bank; Banking Department of Kunst & Albert; Central Works of the Ussury Railway; and flour mills. There are six churches in this city. Population, 37,000.

Pogranitchnaia (217 vrs.—143.9 mls.), called "Sui-fen-ho" by the Chinese, is on the frontier between Manchuria and Maritime Province. It is the seat of the Russian and Chinese Custom Houses, where the baggage of passengers from Vladivostok and Harbin is examined by Chinese and Russian officers respectively. It is also the junction of the Ussury and the Chinese Eastern Railways.

Hailin (336 vrs.) is situated among the hills east of North Manchuria. The neighborhood of the station is renowned for its great scenic beauty. ***Handaheza*** (477 vrs.) has a Post Office, Railway School, and Temples. The neighborhood produces timber in abundance. Population, 3,000.

Imempo (576 vrs.) is a beautiful villa place which attracts a large number of summer visitors from Harbin. Principal Buildings: Post Office; Railway School; Meteorological Observatory; Temples. Industries: flour mills, and glass works.

Ajehe, or *A-shi-ho*, (690 vrs.) The Station is about 3 miles from A-shi-ho, a Chinese town, and 60 miles southeast of Harbin. Due to its location on the highway between Kirin and Sansin, it is important as a commercial town of North Manchuria. It has several Chinese public offices: a Post Office, Salt Monopoly Bureau, Diplomatic Office, Branch Office of Mining Bureau, and two large Russian factories: a flour mill and a sugar refining works. A-shi-ho is a walled city, a mile long and half a mile wide. A street from east to west and another from north to south form a cross-road, which is the chief business section of the city Population, 54,000.

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Harbin (729 vrs.—483.3 mls. from Vladivostok; 580.4 mls. from Manchuria). It is the largest city in North Manchuria, the center of the railway communication and the junction for the South Line of the Chinese Eastern Railway. Those who go to Dairen or Fusan have to change cars here. See Route XXII.

Sansin, or *I-lan* (330 vrs. from Harbin by water route) is another walled town at the junction of the Sungari and the Mu-tan-kiang. The city extends beyond the walls, with the part within them mainly occupied by the dwellings of Manchurian tartars, though the Prefectural Office, Post Office, Taxation Office and Telegraph Office, are also found in this section. The walls are in a sad state of ruin and only the East and West Gates now remain. The commercial district, which measures ½ by ¼ mile, reaches from the West Gate and abuts on the Mu-tan-kiang. In the center of the business part where the two streets cross each other stands a gate called *Pai-lou*. The most prosperous thoroughfare is Tai-ping-chieh, which runs from east to west. The street which runs from north to south is narrower and less prosperous. The principal merchants of the town are pawnbrokers, grocers, and dealers in bean oil and furs. The huge piles of timber seen on the bank of the Mu-tan-kiang are gradually worked up into building material or fuel.

At Sansin wharf, one and a half miles from the city, is a Custom House and about a dozen other houses, most of which are native inns. Customs' duties are levied exclusively on articles exported *via* the Sungari. The numerous steamers on the Sungari are owned by the Russo-Chinese Eastern Steamship and Chinese Mail Steamship Companies. The most universal product of Sansin is furs, the value of which amounts to ¥200,000 a year. Fish, timber, pearls, and alluvial gold rank next. Population, 56,000.

Hu-lan, the seat of the Prefectural Office, is about 20 miles from the Tui-chin-chan Station (758 vrs. from Vladivostok) and on the east bank of the Hu-lan-ho, a tributary of the Sungari. Thanks to the facilities afforded by the river there is a considerable quantity of freight transported between Hu-lan and the neighboring towns. The city is shaped like an irregular rectangle, with mostly small streets. One, however, running from north to south, comprising the shopping section, is thriving. ***Principal Buildings:*** District Office, Post Office, Technical School, Primary Schools, Chamber of Commerce. Principal Industries: Kaoliang spirit distilling, bean oil manufacturing (50 mills), pawnbroking. Population, 25,000.

Anda (848 vrs.) is surrounded by walls and moats and contains some 250 large, and small stores. Soja beans, wheat, and white beans produced yearly amount to 600,000, 1,265,000, and 250,000 bushels respectively, and as the town is in close connection with Harbin and Tsitsihar, these figures are likely to swell in future years.

Tsitsihar (982 vrs.), on the left bank of the Nonni, is 16.6 miles from the station, and is connected by a light railway with the station.

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It is the chief city of Hei-lung-kiang Province as well as the commercial center of the district. Early every autumn a big fair is held, during which merchants exchange the products of the neighborhood for European goods. The streets are dirty and there is little to be seen in the city. ***Principal Buildings:*** Japanese Consulate, Russian Consulate, Branch Office of the Russo-Asiatic Bank, Agency of the Commercial Department of the Chinese Eastern Railway Co., and Churches. Population, 80,000.

Hailar (1,430 vrs.) consists of a railway settlement and the city proper. ***The Railway Settlement*** covers an area of about 11,437.9 acres with the station in its center. It is divided by the railway into the north and south sections. In the former are the residences of the railway men and the army barracks, while in the latter are the following: Russian Consulate; Branch Office of the Russo-Asiatic Bank; Loan Bank; Railway Diplomatic Office; Post Office; Telegraph Office; Chamber of Commerce; Village Assembly; and Distilleries and Breweries. Population, 2,800. ***The City Proper*** is about one mile south of the railway settlement, and through it run two main thoroughfares crossing each other at right angles. Here are the offices of the Government of Mongolia, Barracks, and about a hundred large and small stores. The principal industries of the city are fur dressing, wool washing, and brewing. Population 4,500, of whom there are 1,500 Mongolians and 3,000 Chinese.

Manchuria (1,605 vrs.—1,064 mls.) is situated in a valley on the frontier between Manchuria and Siberia. It is the western terminus of the Chinese Eastern Railway and the eastern terminus of the Transbaikal Railway. Passengers from Manchuria and Siberia have their baggage examined here by the Russian and Chinese customs officials. The Chinese Eastern Railway Settlement covers an area of 11,413.8 acres. The station is located in its center. The southern part of the settlement consists of public buildings, while the northern is the business quarter. The latter has five streets running from north to south and six from east to west and is inhabited by 5,000 Europeans and 5,000 Chinese. ***The Principal Buildings.*** Russian:—Post and Telegraph Office; Meteorological Observatoy; Quarantine Office; Fire Brigade, Railway Hospital; Village Assembly Hall; Schools; Church; and Temples. Chinese:—Branch of the Railway Diplomatic Office; Custom House; Chamber of Commerce.

Chita (2,050 vrs.—1,359.2 mls.) is rapidly growing as a commercial center for a considerable part of the Transbaikal. The exploitation of the mineral wealth of the Transbaikal in the near future will have a still greater influence on the growth of this town. ***Banks:*** —Russo-Asiatic Bank; Siberian Commercial Bank; National Bank; Nizegorodsko-Samarsky Agricultural Bank; Municipal Mutual Savings Bank. ***Public Offices and Schools:***—Provincial Government; District Court of Justice; Court of Peace; Police Office; Post and Telegraph Office; Municipal Office; Middle School; Higher Girls'

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Schools; Normal School; Railway School; Mission Schools; Girls' Mission School; Civil Engineering School; Commercial School, etc. ***Hospitals*** :—Military Hospital; Red Cross Hospital; Railway Hospital; Municipal Hospital. Besides these buildings there are churches (22) and museums. Population 77,800.

Verhneudinsk (2,821 vrs.) The favorable position of Verhneudinsk on the navigable Selenga River, and its proxmity to the thickly populated and fertile districts of the Transbaikal have given to this town an importance as a local trade center, with a future still more promising with the construction of a railway to Urga. A fair is held twice a year and the trade transacted there yearly amounts to 3,500,000 roubles. ***Banks*** :—Russo Asiatic Bank; Siberian Commercial Bank; Yarosravsko-Kostoromsky Agricultural Bank; Mutual Savings Bank. ***Public Offices and Schools*** :—Post and Telegraph Office; Police Office; Prison; County Office; Elementary Technical School; Higher Girls' School; Railway School; Libraries; and Thirteen churches. ***Hospitals*** :—Municipal Hospital; Railway Hospital; Red Cross Hospital. ***Factories*** :—a Soap Factory, Beer Brewery, Timber Mill, Flour Mill, Sausage Factory, Cement Works, etc.

Irkutsk (3,027 vrs.—2,006.9 mls.) The city is not only the economic center of Yakutsk Province, Irkutsk Province and Yeniseisk Prefecture, but is also a base of trade between Siberia and Mongolia. Of all the cities and towns in East Siberia, Irkutsk has the brightest prospect of future development. In this town are found the highest offices of administration, defence, communication, education, and religion.

Public Offices :—Government General; Military Council Office; Army Council; Army Medical Bureau; Headquarters of the Cavalry Corps; Gendarmerie Head Office; District Court of Justice; Board of Audit; State Property Office; Prison; Mining Bureau; Cossack Headquarters; Greek Catholic Board; Transbaikal Railway Office; Custom House; Court of Peace; Police Office; Post Office; Telegraph Office; Educational Council; Emigration Bureau.

Schools :—Nicholas I's Higher Girls' School; Middle Schools; Laborers' School; Public Higher Girls' Schools. Municipal Higher Girls' Schools; Normal Schools; Theological School; Girls' Theological School; Military Nursing School; Siberian Military Cadet School; Preliminary School; Military Preparatory School; Nurses' School; Manual Training Schools.

Banks :—National Bank; Nizegorodsko-Samarsky Agricultural Bank; Yarosravsko-Kostoromsky Agricultural Bank; Siberian Commercial Bank; Russo-Asiatic Bank; Irkutsk Mutual Savings Bank; Irkutsk Loan and Savings Bank; etc.

Besides the above, there are libraries, museums, about 30 churches (which ornament the city with their splendid color), 20 charity-societies, 30 public benefit societies, a Municipal Hospital, a Military Hospital, and a private hospital. Population, 100,000.

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Route XXV. Vladivostok to Karimskaya.

The total length of the railway between Vladivostok and Karimskaya is 2,808 versts, or 1,861.7 miles. A line, 720 versts, or 477.4 miles long, which starts north from Vladivostok to Habarovsk *via* Nicolsk-Ussurisk, along the eastern shore of Lake Hanka and the banks of the river Ussury, constitutes the Ussury Railway. The line, 1,871 versts, or 1,240.5 miles long, which starts westward from Habarovsk, crosses the Amur, enters Amur Province and then running across the Bureya and Zeya and terminating at Kuenga in the Transbaikal Province, is the Amur Railway. The line between Kuenga and Karymskaia, 217 versts, or 143.9 miles long, is part of the Transbaikal Railway. Karymskaia is on the great Trans-Siberian Railway (between Moscow and Vladivostok) which connects the Far East with Europe.

Nikolsk-Ussurisk (102 vrs. from Vladivostok, see P. 284).

Jevgenevka (224 vrs.) is best known for the large quantities of wheat flour, oats, timber and fish which this town sends out to other places.

Iman (386 vrs.). From the station a branch line, about 1 mile long, runs to the wharf on the river Iman. In the quantity of goods shipped, Iman ranks among the most important stations on the Ussury Railway. In the city is the Immigration Officers' Station, the Government's Warehouse for agricultural implements, and Barracks for the Railway Battalion. Population, 20,000.

Bikin (498 vrs.). The country along the river Bikin is a magnet which attracts new settlers to this region. Near the station is a village, founded by Oremburg Cossacks, which is known as Oremburg. It has about 1,500 inhabitants.

Habarovsk (720 vrs.—477.4 mls.), the northern and eastern terminus of the Ussury and the Amur Railways, is situated on the right bank of the Amur, 1.3 miles from the station. The progress developed during recent years in this city is due to its facilities of overland and water communications. An electric light system, controlled by the Municipality, and water works, indicate the modernity of the city. On the river Amur is a park, the greatest in the Far East, with a museum that is famous for its large collection of exhibits. There is a cigarette paper mill in the city—the only cigarette paper mill in the Far East. Population, 55.830.

Public Offices:—Government General of Maritime and Amur Provinces; State Property Office; Local Education Controlling Office; Mining Superintendent Bureau; Custom House; Construction Office of the Eastern Ussury Railway; Tax Office; County Office; Municipal Office; Court of Peace; Police Office. ***Schools:*** Railway School; Higher Girls' School; Military Preparatory School; Technical School; Girls' School. ***Banks:*** National Bank; Russo-Asiatic Bank; Yarosravsko-Kostoromsky Agricultural Bank; Municipal Mutual Savings Bank; Kunst and Albert's Banking Department.

Nikolaievsk is on the left bank of the Amur, at its mouth, in the northeastern extremity of Maritime Province. Steamers ply between Nikolaievsk and Habarovsk (940 vrs.—623.2 mls.), making the

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voyage in 4 days. In consequence of the great strides made by the fishing and alluvial gold mining industries, and also of the fact that the city is favored by sea transportation for the Amur region, Nikolaievsk has become a market next to Vladivostok in importance. The city measures about 1.3 miles from north to south and 2.7 miles from east to west, and has five main thoroughfares and 16 smaller streets, all well laid out. The wharf is owned by the Municipality. In the city is a Japanese Consulate. Population, 10,000.

In May, 1920, the city was the scene of a massacre by a roup known as Partisans during which numerous Russians and some 600 Japanese residents were killed. The city was then reduced to ashes by fire.

Botchkarevo (1,336 vrs. from Vladivostok). From here a branch line diverges to Blagoveschensk. Though it stands in a position accessible to transportation, the town is not yet greatly developed.

BLAGOVESCHENSK.

Blagoveschensk (1,438 vrs.—953.4 mls. from Vladivostok) lies near the junction of the Zeya and the Amur, on the left bank of the latter, facing Hei-ho and Ai-gun on the opposite bank. The town has possibilities of great development, since it is expected that a railway will be built across North Manchuria *via* Hei-ho and Ai-gun. Formerly Blagoveschensk was within the Chinese Empire, but by the Ai-gun Treaty, concluded in 1858, it became Russian territory. Now it is the principal city of Amur Province, and the development of the alluvial gold mining industry in the rivers Zeya and Bureya, is greatly increasing its prosperity. The total quantity of merchandise exported and imported yearly amounts to 5,000,000 poods (value 30,000,000 roubles). Population, 56,440.

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Public Offices: Amur Provincial Government; Local Court of Justice; Court of Peace; Amur Hydrographic Department; Central Section Office of the Amur Railway; Police Office; Municipal Office; Post and Telegraph Office. ***Banks:*** National Bank; Siberian Commercial Bank; Nizegorodsko Samarsky and Yarosravsko Kostoromsky Agricultural Banks; Municipal Co-operative Bank; Municipal Mutual Savings Bank. ***Schools:*** Middle School; Technical School; Normal School; Forestry School; Hydrographic School—54 schools in all. Besides these there is a museum, a library, temples, churches, and hospitals. On the Amur there are alluvial gold diggings, and several steamship companies are engaged in navigation.

Alekseivsk (1,387 vrs.) on the right bank of the Zeya River, is favored by both land and water transportation. It dates its importance as a central market from the time of the construction of the Amur Railway. The total amount of merchandise distributed through this town aggregates 2,500,000 poods a year, (value 1,000,000 roubles). Population, about 10,000. ***Principal Buildings:*** Police Office; Municipal Office; Western Section Office of the Amur Railway; Temples and Churches; Primary Schools; Flour Mills; Brick Manufactories; Government's Timber Mills.

Striechinsk (2,640 vrs. from Vladivostok—266 vrs. from Karymskaia) is the end of a branch line diverging from Karymskaia on the Main Line, at a distance of 34.5 miles from Kuenga, the western terminus of the Amur Railway. It is located on the left bank of the Amur, and enjoys the facilities of land and water traffic. The total amount of its yearly trade is estimated at 12,000,000 roubles. Population, 15,000. ***Principal Buildings:*** Post and Telegraph Office; Court of Peace; Custom House; Hydrographic Department; Police Office; Municipal Office; Russo-Asiatic Bank; Siberian Commercial Bank; National Bank; Messrs. Kunst & Albert; Messrs. Churin & Co.; Temples and Churches. Industries: Soap Manufactories; Breweries.

Nerchinsk (2,684 vrs.) is the terminus of a small branch line diverging from Priiscowaia (6.6 mls. long). It is the seat of the County Office, and is known because of the Nerchinsk Treaty between Russia and China, which was signed here, in 1689. Population, 8,000. 193.6 miles, from this town is ***Nerchinsk-zavod,*** a famous alluvial gold field formerly owned by the Imperial Household of Russia. ***Principal Buildings:*** Post and Telegraph Office; Court of Peace; Police Office; Municipal Office; County Office; Russo-Asiatic Bank; Siberian Commercial Bank; Temples and Churches; Primary Technical School; Girls' Higher School. Industries: Breweries; Tanneries; Soap and Sausage Factories.

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Route XXVI. Irkutsk to Moscow.

The total distance between Irkutsk and Moscow is 5,104 versts (3,384 mls.), of which the eastern end (7 versts long—4.6 mls.) belongs to the Transbaikal Railway. From Innokentevskaya to Novonikolaievsk *via* Krasnoyarsk in Yeniseisk Prefecture and through Tomsk Prefecture, the line is 1,727 versts (1,145 mls.) long and belongs to the Tomsk Railway. From Tomsk the railway further proceeds west *via* Omsk, Petropavlovsk and Kurgan until it reaches Tcheliabinsk in European Russia. This portion of the line, 1,332 versts (883. mls.) long, constitutes the Omsk Railway. From Tcheliabinsk, the line runs through Ufa (6,536 vrs.—5,300 mls. from Vladivostok), Samara (7,028 vrs.—4,685 mls.), Pensa (7,392 vrs.—4,928 mls.), Tula (7,949 vrs.—5,299 mls.), and other important stations and finally reaches Moscow (8,131 vrs.—5,390.9 mls. from Vladivostok).

Nijneudinsk (468 vrs.from Irkutsk) is situated on the Uda, a tributary of the Angara, halfway between Irkutsk and Kansk cities, and contains a County Office; a Municipal Office, three churches and seven schools. The town is well known as a large fur market. Population 12,000.

Kansk (781 vrs.) Principal Buildings: Local Court of Justice, County Office, Police Office, Post and Telegraph Office, Telephone Exchange Office, Technical School and Girls' Schools. Manufactures: flour mills, breweries, spirit distilleries, canneries, and soap, candle, and brick factories. A fair is held here three times a week at which a large amount of business is done. Population, 21,700.

Krasnoyarsk (1,013 vrs.—671.6 mls.), being situated at the intersection of the trunk line and the Yenisei, has developed considerably and, from the point of view of its further growth, has two advantages; it draws all the freight from the rich Minusinsk District (grain, hides, wool, liquors, and meat, up to 600,000 poods) and is the distributing center for merchandise (tea, kerosene, cotton goods, and agricultural machinery) for the north and south. The transactions amount to about 600,000 roubles a year. The city is provided with electric lights, telephones, and a water system. The improvement of the roads goes on year by year, and together with the Orthodox Greek Cathedrals, numbering eighteen, and the four foreign churches, add much to the appearance of the city. Population over 90,000.

Public Offices: Prefectural Government; Local Court of Justice; Court of Peace; Tax Office; Prison; Barracks; Police Office. ***Schools, etc.*** Middle Schools; Normal School; Theological School; Technical School; Railway School; Private School for Girls; Nurses' Training School; School for Blind men; Orphanage; Museum. ***Banks:*** National Bank; Siberian Commercial Bank; Russo-Asiatic Bank; Municipal Co-operative Bank; Municipal Mutual Savings Bank; Nizegorodsko Samarsky Agricultural Bank.

Atchinsk (1,185 vrs.) is the point where a railway starts for Minusink. The yearly increase of agricultural products yielded by the rich soil of the neighborhood, cultivated by the constantly increasing immigrants, is a great assets to the town. The annual trade is estimated at 5,000,000 roubles. Population, 13,700. ***Principal Buildings:*** Municipal Co-operative Bank; Commercial Bank;

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Mutual Savings Bank; Post and Telegraph Office; Police Office; Municipal Office; County Office; Girls' Schools; Museum. Industrial; Tanneries; Flour Mills; Soap and Candle Factories; Lumberyards; Breweries, etc.

Minusinsk (431 vrs.—285.8 mls. from Atchinsk by a private railway, of which 31 vrs.—20.6 mls. are not yet open to traffic). With the completion of the railway to Atchinsk, the advantages of Minusinsk increases as a collecting point for the raw material so abundant in the district. When the railway is opened, grain and meat shipments will be made direct to the Irkutsk District, and even to the Transbaikal. ***Principal Buildings:*** Municipal Co-operative Bank; Siberian Commercial Bank; Russo-Asiatic Bank; Post and Telegraph Office; Court of Peace; Police Station; County Office; Primary and Secondary Schools. There are in the town brick, soap and other factories, also flour mills and breweries.

Taiga (1,512 vrs.—1,008 mls.) is the junction station for Tomsk.

Tomsk (1,594 vrs.—1,056.8 mls. from Irkutsk).

Situated 54.4 miles southwest of Taiga Station, is the terminus of the Tomsk Line. It is on the west bank of the Tomi at the junction of the Ushaika and Tomi Rivers. The city extends from the river to a group of hills and is very charmingly situated among very old trees. Steamers navigate between Tomsk and Tyumen, Naruim, Omsk, Semipalatinsk, Biisk, and other places along the Tomi.

Tomsk is the center of education for the whole of Siberia and contains universities, higher and ordinary technical schools, women's universities, middle schools, normal schools, a railway school, theological schools, and over seventy primary schools. With the growth of Novonikolaievsk in recent years, the business prosperity of Tomsk seems to have declined; yet its transactions exceed 500,000 roubles a year. Population 105,000.

Public Offices:—Prefectural Office; Tomsk Railway Board; Post Office; Municipal Office; Obi Yenisei Hydrographic Department; Board of State Properties; Immigration Bureau; Mining Bureau; Local Court of Justice; Court of Peace; Police Station.

Banks:—National Bank; Foreign Commercial Bank of Russia; Siberian Commercial Bank; Nizegorodsko-Samarsky Agricultural Bank; Yarosravsko-Kostoromsky Agricultural Bank; Siberian Co-operative Bank; Municipal Mutual Savings Bank.

Factories:—Soap, Match, Brick and Carriage Factories; Canneries; Timber Mills; Breweries.

Novonikolaievsk (1,734 vrs.) being situated at the junction of the Tomsk, Omsk and Altai Railways, and on the river Obi, has great commercial advantages, and its future growth is inevitable. It is now one of the important commercial cities of West Siberia.

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Population 89,300. ***Principal Buildings:*** Siberian Commercial Bank; National Bank; Foreign Commercial Bank of Russia; Nizegorodsko Samarsky and Yarosravsko Kostoromsky Agricultural Banks; Mutual Savings Bank; Police Office; Immigration Bureau; Girls' Middle School; Railway School; Technical School; Cheese Makers' Guild.

Novonikolaievsk to Semipalatinsk.

The Altai Railway is a private railway 751 versts (497.9 mls.) in length. The main line (613 vrs.—406.4 mls. long) starts from Novonikolaievsk and ends at Semipalatinsk *via* Altaiskaya and Barnaul, and a branch line (138 vrs.—91.5 mls. long) starts from Altaiskaya and ends at Biisk.

Barnaul (214 vrs. from Novonikolaievsk). Barnaul occupies, in a smaller degree, the same position in its relation to the surrounding district, as Novonikolaievsk does for its larger region. It is a very important point for the grain trade. Local industries which are being rapidly developed include the making of fur coats, straw hats, and agricultural machinery. With the establishment of the Altai Government, Barnaul will have the added importance of a large administrative center. Two fairs are held here periodically, with transactions annually amounting to 9,700,000 roubles in leather, cattle, cheese, grains, etc. Population, 70,400.

Public Offices, etc. Altai Prefectural Office; Altai Railway Board; Local Court of Justice; Court of Peace; Forestry Bureau; Mining Bureau; Immigration Bureau; Police Office; County Office; Middle Schools; Girls' Schools; Technical Schools; Churches. ***Banks:*** National Bank; Foreign Commercial Bank of Russia; Siberian Commercial Bank; Nizegorodsko Samarsky and Yarosravsko Kostromsky Agricultural Banks; Cheese makers' Bank; Municipal Co-operative Bank; Mutual Savings Bank.

Semipalatinsk (613 vrs.—409 mls. from Novonikolaievsk) is the southern approach to the Siberian trunk line, and gathers raw material from the vast southern steppe region. It is also the distributing point for the neighboring steppe district, and even for the near-by central Asia territories. Population, 37,000.

Public Offices, etc. Prefectural Government; Local Court of Justice; Court of Peace; Police Office; County Office; Post and Telegraph Office; Immigration Bureau; Middle Schools; Normal Schools; Churches. Industries: Tanneries; Flour Mills; Breweries.

Banks: National Bank; Russo-Asiatic Bank; Siberian Commercial Bank; Yarosravsko Kostoromsky Agricultural Bank; Orjskokamsky Commercial Bank; Municipal Co-operative Bank.

Biisk (138 vrs.—91.5 mls. from Altaiskaya; 338 vrs.—225 mls. from Novonikolaievsk) is situated on the both sides of the river Bii. The city is protected by a chain of thickly wooded hills at the back and the scenery of the neighborhood is unusually attractive. Biisk is a most important point in an economic sense, because steam navigation on the Obi begins here and also because of its

three highroads, one leading to the western part of the Altai Mountains (toward Ust-kamenogorsk), another leading to the east, and the third toward Lake Telets and the Chinese frontier. Being the center of a large grain rowing district, Biisk sends enormous quantities of grain down the Obi to supply the Altai gold mines. In Biisk three fairs are held periodically. The trade is chiefly in cattle, various kinds of meat, honey, wax, hemp, furs, cereals, cheese and other commodities of daily use. The transactions often amount to 4,000,000 roubles, yearly. Population 39,570.

Principal Buildings: Russo-Asiatic Bank; Siberian Commercial Bank; Municipal Co-operative Bank; Mutual Savings Bank; Police Office; County Office; Municipal Office; Middle School; Theological School, and Churches. Also, there are a number of tanneries, spirit distilleries, flour mills, timber yards, breweries, and other factories, ten in all, together producing annually goods worth 2,000,000 roubles.

* * * *

Kainsk (2,017 vrs.) is at the junction of the Kainka and the Obi Rivers. The neighborhood produces large quantities of wheat; consequently there are many flour mills, breweries, spirit distilleries; also soap and cheese factories. Three fairs are held periodically, and goods, 700,000 roubles in value, yearly change hands here. Population 13,250. ***Principal Buildings:*** Bank of Siberia; Foreign Commercial Bank of Russia; Loan and Savings Co-operative Bank; Municipal Co-operative Bank; County Office; Police Office; Immigration Bureau; Churches; Primary Schools.

Tartarskaya (2,163 vrs.) is situated on the Omsk Railway, and is the starting point of a private railway, called the Kolundin Railway (295 vrs.—195.6 mls. to the terminus, Slavgorod.) The place is noted as a center for the grain and cheese trade. Primary Schools, Churches, and Police Stations are found here. Population 8,300. 29.8 miles from this town is ***Lake Nikarachi,*** which is a noted health resort. Passengers for the Lake usually leave the train at Tatarskaya.

Omsk (2,313 vrs.—1,533.5 mls.),

The city is located 2 miles from the station, on the right bank of the Irtish. An extension line of the railway for passengers and freight goes to the city. Since it is accessible both by land and by the river the city has a large freight business. A fair for the sale and purchase of the general commodities of the region is held here twice a year. Population 133,280.

Public Offices:—Government General; Army Quarters; Local Court of Justice; Omsk Railway Board; Court of Peace; Immigration Bureau; Police Office; Municipal Office; Post and Telegraph Office; Local Self governing Bodies.

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Schools and Churches:—Military Academy; Middle Schools; Technical School; Railway Men's Technical School; Agricultural School; Nurses' Training School; Veterinary Surgeons' Preparatory School; Commercial School; Industrial School; Cheese Makers' Training School; 17 Churches.

Banks:—Russo-Asiatic Bank; Foreign Commercial Bank of Russia; Siberian Commercial Bank; Yarosravsko Kostoromsky Agricultural Bank; Municipal Co-operative Bank; Mutual Savings Bank.

Ishim (266 vrs. from Omsk). The city is situated 1.3 miles from the station on the river Ishim. The well known fair of Zimnaya Nikoriskaya, as famous as that of Irbits, is held from November 27th to December 25th (by the Russian Calender) every year, with extensive dealings in furs, grain, horses, cows, cheese and other commodities. Though its popularity has declined somewhat lately, the transactions still amount to from 5,000,000 to 6,000,000 roubles a year. Population, 15,000. ***Principal Buildings:*** Police Office; County Office; Court of Peace; Municipal Office; Mutual Savings Bank; Middle Schools; Churches. There are also flour mills and tanning, and soap factories.

Tyumen (537 vrs. from Omsk). The city is situated on both sides of the river Tura, and, because of its favorable position, the marketing of its resources does not form a problem in the business of the city. Tyumen is renowned for its special industries, and in the manufacture of tanned leather, carpets, wooden articles, church bells and cast iron ware, it is unequalled in the whole of Siberia and its yearly production of these lines totals 4,000,000 roubles. There is also a large business done in beer, fur coats, timber, flour, brick, glue, matches, and woollen cloth; and also in boat building for river use. At a fair held here yearly from June 6th to July 20th (by the Russian calendar), Tyumen's special products and the products of the vicinity are sold to the amount of 6,500,000 to 7,000,000 roubles. Population 41,900.

Public Offices, etc. Police Office; County Office; Court of Peace; Post Office; Girls' Schools; Technical Schools; Commercial Schools; Churches; Museum; Clubs. ***Banks:*** Foreign Commercial Bank of Russia; Siberian Commercial Bank; National Bank; Municipal Co-operative Bank; Municipal Bank; Industrial Credit Guild.

Ekaterinburg (841 vrs. from Omsk; 1,960 vrs. from Petrograd), is in the jurisdiction of Permi Prefecture, in European Russia, and is the mining center of the Ural districts. Precious stones are found here in large quantities. Population 75,000. ***Principal Buildings:***—Ural Mining Bureau; County Office; Post and Telegraph Office; Siberian Commercial Bank; National Bank; Russo-Asiatic Bank; Orjskokamsky Agricultural Bank.

Petropavlovsk (2,576 vrs. from Irkutsk). The city is situated 1.3 miles from the station on the bank of the Ishim. Great quantities of furs, cereals and cheese, the chief products of the Tobolsk

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Prefecture, find their way to this city. The yearly exports amount to 15,000 poods of cheese, 200,000 poods of furs and leather, and 500,000 poods of grain. At the fair held here twice a year, business to the amount of half a million roubles is transacted each time. Population, 41,540.

Public Offices, etc. Post Office; Court of Peace; Police Office; Municipal Office; County Office; Normal School; Girls' Schools; Churches. Industries: Wool-cleansing Works, Soap and Candle Factories, Tanneries, Flour-mills, etc. ***Banks:*** Russo-Asiatic Bank; Siberian Commercial Bank; Nizegorodsko-Samarsky and Varosravsko-Kostoromsky Agricultural Banks; Commercial and Industrial Bank of Russia.

Kurgan (2,818 vrs.) on the left bank of the Tobol, is one of the greatest cheese exporting places on the Omsk Railway. Five fairs are held in this city periodically where cheese, grain, salt, leather, wool, pigs, sheep, hemp and other merchandise, worth 8,000,000 roubles change hands every year. Population, 36,700.

Public Offices, etc. Police Office; County Office; Court of Peace; Middle Schools; Primary Railway School; Technical School; Primary Forestry School; Churches. Industries: Tanneries, Cheese, Soap and Brick Factories; Breweries; Spirit Distilleries; Flour Mills, etc. ***Banks:*** Orjkaruim Bank; Siberian Commercial Bank; Nizegorodsko-Samarsky and Varosravsko Kostoromsky Agricultural Banks; Municipal Co-operative Bank; Mutual Savings Bank.

Tcheliabinsk (3,059 vrs. from Irkutsk; 2,045 vrs. to Moscow). The city is in the jurisdiction of the Oremburg Prefecture, in European Russia, and is situated on the west bank of the river Mitssa. The great prosperity the place has attained in recent years is due chiefly to its situation on the main line of communication between the East and the West. Two fairs are opened regularly, at which horses and cattle are principally dealt in. The annual transactions amount to tens of thousands of roubles. Industry, too, thrives; especially leather making (the skins of 500,000 cattle are yearly made into leather), animal-fat making (100,000 poods of animal fat are annually manufactured for which over 80,000 cattle are killed), and flour-grinding (2,400 poods of flour are ground every 24 hours). Population, 50,000. ***Banks:*** National Bank; Russo-Asiatic Bank; Commercial & Industrial Bank of Russia; Mutual Credit Bank; Siberian Commercial Bank; Foreign Commercial Bank of Russia. ***Schools:*** Business Schools; Theological School; Middle Schools; Technical Schools.

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VOCABULARY AND PHRASES

IN

English, Russian, Chinese & Japanese.

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VOCABULARY AND PHRASES
in
English, Russian, Chinese, and Japanese.

The following list of words and phrases has been made out in hopes that it will be found useful to travellers in Eastern Asia. For information regarding the language used in Manchuria and Chōsen, readers are referred to P. LXXIV Vol. I., and as to the nature and construction of the Korean, Chinese, and Japanese languages, to the Introductory Remarks concerning each of these countries.

Guide to Pronunciation. The Russian, Japanese, and Chinese words and phrases, given with their English equivalents, have been transliterated into Roman letters. In regard to their pronunciation, consonants stand, except where accented, for the same sounds as in English: in the case of "**g**" and "**s**," the former being always pronounced hard as in '*get*' (never as in '*gem*') and the latter as in '*sit*' (never as in '*has*'). Distinctive pronunciations are found mostly with regard to vowels.

1. **Russian:** In transliterating, "**a**" is pronounced as in '*sofa*' or '*ask*'; "**e**" as in '*pen*'; "**i**" as in '*pin*'; "**o**" generally as in '*mother*'; "**u**" as in '*full*'; "**y**" as in '*pity*'; while "**ā**" stands for '*Ah*'; "**ē**" for '*eh*'; "**ī**" and "**ȳ**" for '*ii*'; "**ō**" for '*Oh.*'

In regard to the consonants "**b**" and "**v,**" it may be mentioned that when they are followed by *p, b, k, kh, t, sh, s,* they are sounded like '*p*' and '*b*' respectively,—*e.g.* '*babka*' (grand-mother) pronounced like '*bapka,*' or '*lavka*' (shop) like '*lafka*'; when a consonant is marked with the sign '**ʾ**' in the middle of a word or at the end, it should be pronounced as if there were '*i*' next to it.

2. **Chinese:** The Chinese words and phrases here given are all pronounced according to the Mandarin dialect, which is the spoken language generally understood by all the intelligent classes throughout China and Manchuria. In transliterating, "**a**" is pronounced as in '*father*'; "**e**" as in '*pen*'; "**ê**" as between the *u*'s in '*hurry*' and '*hurt*'; "**i**" as in '*pin*'; "**o**" as in '*long*'; "**u**" as in '*bull*'; "**ü**" as '*eu*' in French '*j'ai eu.*' When two or more vowels are joined together, each letter is generally given its own value *e.g.* Liaotung, Tientsin, *etc.* In regard to consonants, it may be mentioned that "**ch**" is sounded as in '*church,*' "**szu,**" "**ssu**" and "**tzu**" more like '*sz,*' '*ss*' and '*tz,*' "**u**" being very lightly pronounced; a letter marked with the sign '**ʿ**' is strongly aspirated, like '*ch'a*' (tea).

3. **Japanese:** In transliterating, "**a**" is pronounced as in '*sofa*'; "**e**" as in '*pen*'; "**i**" as in '*pin*'; "**o**" as in '*obey*'; "**u**" as in '*bull*'; "**y**" same as '*i*,'—"**y**" being used as an alternative for "**i**" in the spelling of certain Japanese words, the former being the more common form, as, *e.g.*, 'Tōkyo,' instead of 'Tōkio.' Regarding consonants, it may be mentioned that "**ch**" is pronounced as in '*church,*' "**sh**" as in '*shall*' "**ts**" as in '*Tsar*' or '*lets*' (*e.g.* Tsuruga).

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English	*Russian*	*Chinese*	*Japanese*
Cardinal Numbers	**Kolĭchestvennyia Chisla**	**Shu-mu**	**Kisū**
One	Odin	I	Ichi (*Hitotsu*)
Two	Dvā	Êrh	Ni (*Futatsu*)
Three	Trĭ	San	San (*Mittsu*)
Four	Chetȳre	Ssu	Shi (*Yottsu*)
Five	Piāt'	Wu	Go (*Itsutsu*)
Six	Shest'	Liu	Roku (*Muttsu*)
Seven	Sem'	Ch'i	Shichi (*Nanatsu*)
Eight	Vōsem'	Pa	Hachi (*Yattsu*)
Nine	Dēviat'	Chiu	Ku (*Kokonotsu*)
Ten	Dēsiat'	Shih	Jū (*Tō*)
Eleven	Odinnādtsat'	Shih-i	Jū-ichi
Twelve	Dvenadtsat'	Shih-êrh	Jū-ni
Thirteen	Trinādtsat'	Shih-san	Jū-san
Fourteen	Chetyrenādtsat'	Shih-ssu	Jū-shi
Fifteen	Piatnadtsat'	Shih-wu	Jū-go
Sixteen	Shestnadtsat'	Shih-liu	Jū-roku
Seventeen	Semnadtsat'	Shih-ch'i	Jū-shichi
Eighteen	Vōsemnadtsat'	Shih-pa	Jū-hachi
Nineteen	Deviatnadtsat'	Shih-chiu	Jū-ku
Twenty	Dvādtsat'	Êrh-shih	Nijū
Twenty-one	Dvādtsat' odin	Êrh-shih-i	Nijū-ichi
Thirty	Trĭdtsat'	San-shih	Sanjū
Forty	Sōrok	Ssu-shih	Shijū
Fifty	Piāt'desiāt	Wu-shih	Gojū
Sixty	Shest'desiāt	Liu-shih	Rokujū
Seventy	Sem'desiāt	Ch'i-shih	Shichijū
Eighty	Vōsem'desiāt	Pa-shih	Hachijū
Ninety	Devianōsto	Chiu-shih	Kujū
One hundred	Stō	I-pai	Hyaku
Two hundred	Dvēsti	Êrh-pai	Ni-hyaku
Three hundred and ten	Trĭsta dēsiat'	San-pai-i-shih	San-byaku-jū
One thousand	Tȳsiacha	I-ch'ien	Sen
Two thousand	Dve tȳsiachi	Êrh-ch'ien	Ni-sen
Ten thousand	Dēsiat' tȳsiachi	I-wan	Ichi-man
A hundred thousand	Stō tȳsiachi	Shih-wan	Jū-man
A million	Milliōn	I-pai-wan	Hyaku-man
Two million	Dvā milliōn	Êrh-pai-wan	Ni-hyaku-man
Ordinal Numbers	**Poriadkōvyia Chisla**	**Pai-tzu Shu-mu**	**Josū**
First	Pērvy	Ti-i	Dai-ichi
Second	Vtorōĭ	Ti-êrh	Dai-ni
Third	Trēti	Ti-san	Dai-san
Fourth	Chetviōrty	Ti-ssu.	Dai-shi
Fifth	Piāty	Ti-wu	Dai-go
Sixth	Shestōĭ	Ti-liu	Dai-roku
Seventh	Sed'mōĭ	Ti-ch'i	Dai-shichi
Eighth	Vos'mōĭ	Ti-pa	Dai-hachi

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English	Russian	Chinese	Japanese
Ninth	Deviāty	Ti-chiu	Dai-ku
Tenth	Desiāty	Ti-shih	Dai-jū
Eleventh	Odinnādtsaty	Ti-shih-i	Dai-jū-ichi
Twelfth	Dvenādtsaty	Ti-shih-êrh	Dai-jū-ni
Thirteenth	Trinādtsaty	Ti-shih-san	Dai-jū-san
Fourteenth	Chetyrnādtsaty	Ti-shih-ssu	Dai-jū-shi
Fifteenth	Piatnādtsaty	Ti-shih-wu	Dai-jū-go
Sixteenth	Shestnādtsaty	Ti-shih-liu	Dai-jū-roku
Seventeenth	Semnādtsaty	Ti-shih-ch'i	Dai-jū-shichi
Eighteenth	Vōsemnādtsaty	Ti-shih-pa	Dai-jū-hachi
Nineteenth	Deviatnādtsaty	Ti-shih-chiu	Dai-jū-ku
Twentieth	Dvādtsaty	Ti-êrh-shih	Dai-nijū
Twenty-first	Dvādtsat'pērvy	Ti-êrh-shih-i	Dai-nijū-ichi
Twenty-second	Dvādtsat'vtorōĭ	Ti-êrh-shih-êrh	Dai-nijū-ni
Thirtieth	Trĭdtsaty	Ti-san-shih	Dai-sanjū
Fortieth	Sorokōvoĭ	Ti-ssu-shih	Dai-shijū
Fiftieth	Piatidesiāty	Ti-wu-shih	Dai-gojū
Sixtieth	Shestidesiāty	Ti-liu-shih	Dai-rokujū
Seventieth	Semidesiāty	Ti-ch'i-shih	Dai-shichijū
Eightieth	Vos'midesiāty	Ti-pa-shih	Dai-hachijū
Ninetieth	Devianōsty	Ti-chiu-shih	Dai-kujū
Hundredth	Sōty	Ti-i-pai	Dai-hyaku
Thousandth	Tÿsiachny	Ti-i-ch'ien	Dai-sen
Time	**Vrēmia**	**Shi-ch'ên**	**Jikoku**
A minute	Minūta	I-fen	Ippun
Ten minutes	Dēsiat'minūt	Shih-fen	Jippun
A quarter of an hour	Chētvert'chasā	I-k'o	Jū-go-fun
Half an hour	Pōlchasa	Liang-k'o (or *Pan-tien-chung*).	Sanjippun (or *Hanji-kan*)
Three quarters of an hour	Tri chētverti chasā	San-k'o	Shijū-go-fun
An hour	Chās	I-tien-chung	Ichiji-kan
A day	Dēn'	I-t'ien	Ichi-nichi
A week	Nedēlia	I-ko-li-pai	Isshū-kan
A fortnight	Dve nedēli	Liang-ko-li-pai	Nishū-kan
A month	Mēsiats	I-ko-yüeh	Ikka-getsu (*Hitotsuki*)
Half a month	Polmēsiatsa	Pan-ko-yüeh	Han-tsuki
A year	Gōd	I-nien	Ichi-nen
Half a year	Polgōda	Pan-nien	Han-nen (*Hantoshi*)
A year and a half	Poltōra gōda	I-nien-pan	Ichi-nen-han
A century	Stolētie	I-pai-nien	Hyaku-nen
Morning	Ūtro	Tsao-ch'i	Asa
Noon	Polden'	Shang-wu	Hiru
Evening	Vēcher	Wan-shang	Ban
Night	Nōch	Yeh-li	Yoru
Forenoon	Ūtro, do polūdni, do obēda	Ch'ien-pan-t'ien (or *Tsao-pan-tien*)	Gozen
Afternoon	Popolūdni	Hou-pan-tien	Gogo
Midnight	Pōlnoch	Pan-yeh-li	Yonaka

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English	*Russian*	*Chinese*	*Japanese*
To-day	Segódnia	Chin-t'ien (or *Chin-érh-chi*)	Kyō (or *Kon-nichi*)
To-morrow	Zāvtra	Ming-t'ien (or *Ming-érh-mi*)	Ashita (or *Myō-nichi*)
The day after to-morrow	Pōsle zāvtra	Hou-t'ien (or *Hou-érh-hou*)	Asatte (or *Myōgo-nichi*)
Yesterday	Vcherā	Tso-t'ien (or *Tso-érh-tsol*)	Kinō (or *Saku-jitsu*)
The day before yesterday	Trētiago dniā	Ch'ien-t'ien (or *Ch'iel*)	Ototoi (or *Issaku-jitsu*)
New Year's Day	Pērvy dēn' nōvago gōda	Nien-hsia (or *Yüan-tan*)	Gwan-jitsu
Days of the Week	**Dni nedēli**	**Hsing-chi**	**Shichi-yō-nichi**
Sunday	Voskresēn'e	Li-pai-jih	Nichi-yō-bi
Monday	Ponedēl'nik	Li-pai-i	Getsu-yō-bi
Tuesday	Vtōrnik	Li-pai-êrh	Kwa-yō-bi
Wednesday	Sredā	Li-pai-san	Sui-yō-bi
Thursday	Chetvērg	Li-pai-ssu	Moku-yō-bi
Friday	Piātnitsa	Li-pai-wu	Kin-yō-bi
Saturday	Subbōta	Li-pai-liu	Do-yō-bi
The Months	**Mēsiatsy**	**Yüeh fen**	**Reki-getsu**
January	Ianvār'	Chêng-yüeh	Ichi-gatsu
February	Fevrāl'	Êrh-yüeh	Ni-gatsu
March	Mart	San-yüeh	San-gatsu
April	Aprēl'	Ssu-yüeh	Shi-gatsu
May	Mai	Wu-yüeh	Go-gatsu
June	Iiūn'	Liu-yüeh	Roku-gatsu
July	Iiūl'	Ch'i-yüeh	Shichi-gatsu
August	Avgust	Pa-yüeh	Hachi-gatsu
September	Sentiābr'	Chiu-yüeh	Ku-gatsu
October	Oktiābr'	Shih-yüeh	Jū-gatsu
November	Noiabr'	Shih-i-yüeh	Jū-ichi-gatsu
December	Dekābr'	Shih-êrh-yüeh	Jū-ni-gatsu
The Seasons	**Vremenā gōda**	**Ssu-chi**	**Shi-ki**
Spring	Vesnā	Ch'un-t'ien	Haru
Summer	Lēto	Hsia-t'ien	Natsu
Autumn	Ōsen'	Ch'iu-t'ien	Aki
Winter	Zimā	Tung-t'ien	Fuyu
Direction	**Napravlēnie**	**Fang-Hsiang**	**Hōkō (or Hōgaku)**
East	Vostōk	Tung	Higashi
West	Zāpad	Hsi	Nishi
South	Iūg	Nan	Minami
North	Sēver	Pei	Kita
South-east	Iūgo-vostōk	Tung-nan	Tō-nan (*Higashi-minami*)
North-east	Sēvero-vostōk	Tung-pei	Tō-hoku (*Higashi-kita*)
South-west	Iūgo-zāpad	Hsi-nan	Sei-nan (*Nishi-minami*)
North-west	Sēvero-zāpad	Hsi-pei	Sei-hoku (*Nishi-kita*)

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English	Russian	Chinese	Japanese
Astronomy and Meteorology	**Astronómiia i meteorológiia**	**Tien-Wen**	**Ten-mon**
Heaven	Nébo	T'ien.	Ten
Sun	Sólntse	T'ai-yang (or *Jih-tou*)	Hi (or *Taiyō*)
Moon	Lunā	Yüeh-liang	Tsuki
Star	Zvezdā	Hsing-hsing (or *Hsing-hsiang*)	Hoshi
Comet	Komēta	Sao-ch'ou-hsing	Hōki-boshi
Air	Vōzdukh	Ch'i	Kūki
Weather	Pogōda	T'ien-ch'i	Tenki
Cloud	Óblako	Yün-t'sai	Kumo
Rain	Dojd'	Yü	Ame
Snow	Snēg	Hsüeh	Yuki
Frost	Inei	Shuang	Shimo
Dew	Rosā	Lu-shui	Tsuyu
Fog	Tumān	Wu	Kiri
Hail	Grād	Pao-tzu	Hyō
Lightning	Mólniia	Shan	Inazuma
Thunder	Grōm	Lei	Kaminari
Rainbow	Rāduga	Kang (or *Hung*)	Niji
Wind	Vēter	Fêng	Kaze
Storm	Búria	Nao-t'ien-ch'i	Arashi
Geography	**Geográfiia**	**Ti-Li**	**Chi-ri**
Earth	Zemliā	Ti	Chi
Land	Súsha	Han-ti	Oka (or *Riku*)
Sea	Móre	Hai	Umi (or *Nada*)
Ocean	Okeān	Ta-yang	Taiyō (or *Ōumi*)
Tide	Prilív	Hai-ch'ao	Shio (or *Ushio*)
Mountain	Gorā	Shan	Yama
River	Rekā	Ho	Kawa
Island	Óstrov	Hai-tao	Shima
Coast	Bēreg	Hai-pien	Kai-gan
Volcano	Vúlkan	Huo-shan	Kwa-zan
Mine	Rudník	Kung-yao	Kō-zan
Lake	Ózero	Hu	Mizu-umi (or *Kosui*)
Waterfall	Vodopād	Pao-pu	Taki
Spring	Klíuch	Ch'üan	Izumi
Hot spring	Tióplyia vódy	Wen-ch'üan	On-sen (or *Ide-yu*)
Forest	Róshcha	Shu-lin-tzu	Mori
Field	Póle	Chuang-chia-ti	Hatake (or *No*)
Pond	Prúd	Ch'ih-tzu	Ike (or *Sawa*, *Numa*)
Way, (Road)	Dorōga	Tao-lu	Michi (or *Dōro*)
Highroad	Bol'shāia dorōga	Ta-tao	Dai-dō (or *Kai-dō*)
Path	Tropínka	Hsiao-tao	Ko-michi
Bridge	Móst	Ch'iao	Hashi
Water	Vodā	Shui	Mizu
Ice	Liód	Ping	Kōri
Stone	Kámen'	Shih-t'ou	Ishi

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English	*Russian*	*Chinese*	*Japanese*
Rock	Skalā	Ta-shih-t'ou (or *yen-shih*)	Iwa
Tree	Dērevo	Shu-mu	Ki (or *Jumoku*)
Mud	Ïna	Ni	Doro
Dust	Pyl'	T'u	Hokori (or *Gomi*)
Earthquake	Zemletriasēnie	Ti-chên	Ji-shin
Of Mankind	**O chelovēke**	**Jên-Lun**	**Jin-rin**
Man	Chelovēk Mujchīna	Jên (or *Nan-tzu*)	Hito (or *Otoko*)
Woman	Jēnshchina	Fu-nü (or *Nü-tzu*)	Onna (or *Fujin*)
Boy	Mal'chik	Hsiao-hai-tzu	Otoko-no-ko
Girl	Dēvochka	Ku-niang,	Onna-no-ko
Child	Ditiā	Hsiao-hai-êrh	Kodomo
Young man	Molodoĭ chelovēk	Nien-ch'ing-ti	Waka-mono (or *Seinen*)
Old man	Starĭk	Lao-jên	Toshiyori (or *Rō-jin*)
Parents	Rodĭteli	Fu-mu	Futa-oya (or *Ryō-shin*)
Father	Otēts	Fu-ch'in	Chichi
Mother	Māt'	Mu-ch'in	Haha
Grandfather	Dēdushka	Yeh-yeh	Jiji
Grandmother	Bābushka	Nai-nai	Baba
Son	Syn	Êrh-tzu	Musuko
Daughter	Dōch	Ku-niang (or *Nü-hai-êrh*)	Musume
Grandson	Vnūk	Sun-tzu	Mago-musuko
Granddaughter	Vnūchka	Sun-nü-êrh	Mago-musume
Brother	Brāt	Ti-hsiung	Kyōdai
Elder brother	Starshiĭ brāt	Ko-ko	Ani
Younger brother	Mlādshiĭ brāt	Hsiung-ti	Otōto
Sister	Sestrā	Chieh-mei	Shimai
Elder sister	Stārshaia sestrā	Ta-chieh-chieh	Ane
Younger sister	Mlādshaia sestrā	Mei-mei	Imōto
Uncle	Diādia	Ta-yeh	Oji
Aunt	Tiōtka	Ku-ku	Oba
Nephew	Plemiānnik	Chih-êrh	Oi
Niece	Plemiānnitsa	Chih-nü-êrh	Mei
Cousin	Dvoiurōdny brāt	Shu-pai-ti-hsiung (or *Shu-pai-chieh-mei*)	Itoko
Husband	Mūji	Chang-fu (or *Nan-jên*)	Otto
Wife	Jenā	Fu-jên (or *Hsi-fu-êrh*)	Tsuma (or *Sai*)
Friend	Tovārishch	P'êng-yu	Hōyū (*Tomodachi*)
Parts of the Human Body	**Chastĭ tāla**	**Shen-Ti**	**Shin-tai**
Body	Tēlo	Shen-t'i	Karada
Head	Golovā	Nao-tai	Atama
Hair	Vōlosy	T'ou-fa	Kami-no-ke

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English	Russian	Chinese	Japanese
Face	Litsō	Lien	Kao
Eye	Glazā	Yen-ching	Me
Ear	Ūkho	Êrh-tou	Mimi
Cheek	Shchekā	Sai-chia	Hō
Mouth	Rōt	Tsui	Kuchi
Nose	Nōs	Pi-tsu	Hana
Lips	Gūba	Tsui-ch'un-êrh	Kuchibiru
Tooth	Zūby	Ya	Ha
Tongue	Iazȳk	Shê-t'ou	Shita
Chin	Podborōdok	Hsia-pa-k'o-êrh	Ago
Beard	Borodā .	Hu-tzu	Hige
Eyebrows	Brōv'	Mei-mao	Mayu-ge
Neck	Shēia	Po-tzu	Kubi
Throat	Gōrlo	Sang-tzu.	Nodo
Breast	Grūd	Hsiung-p'u-tzu	Mune
Belly	Jivōt	Tu-tzu	Hara
Loin	Poiasnītsa	Yao	Koshi
Back	Spinā	Chi-liang	Senaka (or *Se*)
Hand	Rukā	Shou	Te
Finger	Pālets	Chih-t'ou	Yubi .
Arm	Rukā (ot plechā do kīsti)	Ko-pei	Ude
Foot	Nogā	Tui-chiao	Ashi
Nail	Nōgot'	Chih-chia	Tsume
Blood	Krōv'	Hsieh	Chi
Heart	Sērdtse	Hsin	Shin-zō
Excrement	Isprajnēnie	Ta-pien (or *Shih*)	Dai-ben
Urine	Mochā	Hsiao-pien (*Niao*)	Shō-ben
House	**Dōm**	**Fang-Wu**	**Ka-oku (Iye)**
House	Dōm	Fang-tzu	Iye (or *Ka-oku*)
Room	Kōmnata	Wu-tzu	Heya
Drawing-room	Gostīnaia	K'ê-t'ing	Zashiki
Dining-room	Stolōvaia	Fan-t'ing	Shokudō
Bed-room	Spāl'nia	Wo-fang	Neya (or *Shinshitsu*
Kitchen	Kūkhnia	Ch'u-fang	Daidokoro
Up-stairs	Vtoroĭ etāj	Lou-shang	Nikai
Window	Oknō	Ch'uang-hu	Mado
Door	Dvēr'	Wu-mên	To
Bath-room	Vānnaia	Tsao-t'ang	Yudono
Water-closet	Otkhōjee mēsto	Mao-ssu	Kawaya (or *Benjo*)
Staircase	Lēstnitsa	Lou-t'i	Hashigo-dan
Furniture, etc.	**Domāshnila prinadlējnosti**	**Chia-Huo**	**Kagu**
Table	Stōl	Cho-tzu	Teiburu (*Tsukue*)
Chair	Stūl	I-tzu	Isu
Bed	Krovāt'	Ch'uang	Nedoko
Pillow	Podūshka	Chên-t'ou	Makura
Towel	Popotēntse	Shou-chin	Tenugui
Basin	Umyvāl'nik	Hsi-lien-p'ên	Chōzu-darai
Soap	Mȳlo	I-tzu	Sekken (or *Shabon*)

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English	*Russian*	*Chinese*	*Japanese*
Candle	Svechā	La	Rōsoku
Lamp	Lāmpa	Yang-têng	Rampu
Match	Spīchki	Tzu-lai-huo	Suritsukegi (or *Matchi*)
Lock	Zamōk	So	Jō (or *Jōmae*)
Key	Kliūch	Yao-shih	Kagi
The Table	**Stolōvala posūda**	**Fan-Chü**	**Shokuji-Dōgu**
Plate	Bliūdechko	P'an-tzu (or *Tieh-tzu*)	Sara (or *Ko-zara*)
Knife	Nōj	Tao-tzu	Hōchō
Fork	Vilka	Ch'a-tzu	Nikusashi
Spoon	Lōjka	Shih-tzu	Saji
Chopsticks	Palōchki	K'uai-tzu	Hashi
Wine-glass	Riūmka	Chiu-pei	Koppu
Goblet	Stakān	Shui-pei	Mizunomi
Tea-cup	Chāinaia chāshka	Ch'a-wan	Cha-wan (or *Yunomi*)
Corkscrew	Prōbochnik	Chiu-tsuan	Nejinuki
Bill of fare	Meniū	Ts'ai-tan-tzu	Kondate-gaki
Clothes	**Odējda**	**I-Fu**	**Ifuku**
Coat	Vērkhnee plāt'e	Kua-tzu	Uwagi
Overcoat	Pol'tō	Wai-kua-tzu	Gwaitō
Waistcoat	Jilēt	Pei-hsin	Chokki
Trousers	Briūki	K'u-tzu	Zubon
Shirt	Rubāshka	Han-t'a-êrh	Shatsu
Socks	Noskī, chulkī	Wa-tzu-	Tabi
Collar	Vorotnīk	Ling-tzu	Eri
Scarf	Galstūk	Ling-tai	Yeri-kazari
Hat, Cap	Shliāpa	Mao-tzu	Bōshi
Boots	Sapogī	Hsüeh-tzu	Naga-gutsu
Shoes	Bashmakī	Hsieh	Kutsu
Gloves	Perchatki	Shou-t'ao	Tebukuro
Watch	Karmannye chasÿ	Piao	Kwaichū-dokei
Spectacles	Ochkī	Yen-ching	Megane
Comb	Grebiōnka	Lung-tzu	Kushi
Razor	Brītva	T'i-t'ou-tao-tzu	Kamisori
Pocket	Karmān	Tou-êrh	Kakushi
Sleeve	Rukavā	Hsiu-tzu	Sode
Button	Pūgovitsa	Niu-tzu	Botan
Writing Materials	**Pis'mennyia prinadlējnosti**	**Wen-Chü**	**Bumbōgu**
Pen	Kist (or *perō*)	Pi	Fude (or *pen*)
Pencil	Karandāsh	Ch'ien-pi	Empitsu
Paper	Bumāga	Chih	Kami
Letter paper	Pischaia bumāga	Hsin-chih	Shokan-shi (*Maki-gami*)
Envelope	Konvērt	Hsin-fêng-êrh	Fū-tō (or *Jō-bukuro*)
Ink	Tūsh, chernīla	Mo	Inki (or *Sumi*)
Penknife	Perōchinny nōjik	Hsiao-tao-tzu	Kogatana
Postage stamp	Pochtōvaia mārka	Hsin-p'iao	Yūbin-kitte

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English	Russian	Chinese	Japanese
Dishes and Beverages	**Kūshaniia i bliūda**	**Yin shih**	**Shokuji**
Breakfast	Zāvtrak	Tsao-fan	Asa-meshi (or *Asahan*)
Tiffin, Luncheon	Obēd	Hsiang-fan	Hiru-meshi (or *Go-san*)
Dinner	Ūjin	Wan-fan	Ban-meshi (or *Ban-san*)
Bread	Khlēb	Mien-pao	Pan
Meat	Miāso	Jou	Niku
Beef	Goviādina	Niu-jou	Gyū-niku
Mutton	Barānina	Yang-jou	Hitsuji-no-niku
Chicken	Tsypliōnok	Chi-jou	Kei-niku
Pork	Svinīna	Chu-jou	Buta-niku
Fish	Rȳba	Yü	Sakana
Ham	Ōkorok	Huo-t'ui	Hamu
Sausage	Kolbasā	Hsiang-ch'ang	Chō-zume
Soup	Sūp	T'ang	Soppu (or *Shiru*)
Water	Vodā	Shui	Mizu
Hot water	Kipiatōk	K'ai-shui	Yu
Tea	Chaĭ	Ch'a	Cha
Wine	Vinō	Chiu	Sake
Egg	Iaitsō	Chi-tan	Tamago
Milk	Molokō	Niu-nai	Gyū-nyū (or *Chichi*)
Sauce	Sōia	Chiang-yu	Shō-yu
Vinegar	Ūksus	Ts'u	Su
Sugar	Sākhar	T'ang	Satō
Salt	Sōl'	Pai-yen	Shi-o (or *Shokuen*)
Pepper	Pērets	Hu-chiao	Koshō
Mustard	Gorchītsa	Chieh-mo	Karashi
Butter	Māslo	Huang-yu	Bata
Cheese	Syr	Nai-ping	Chiisu
Cake	Konfēkty	Tien-hsin	Kwashi
Fruits	**Frūkty**	**Kuo-tzu**	**Kudamono**
Peach	Pērsik	T'ao	Momo
Apricot	Abrikōs	Hsing-êrh	Anzu
Apple	Iābloko	P'in-kuo	Ringo
Pear	Grūsha	Li	Nashi
Grape	Vinogrād	Pu-t'ao	Budō
Persimmon	Kaki	Shih-tzu	Kaki
Lemon	Pomerānets	Ch'êng-tzu	Remon
Orange	Apel'sīn	Chü-tzu	Mikan
Chestnut	Kashtān	Li-tzu	Kuri
Vegetables	**Ōvoshchi**	**Ch'ing-Ts'ai**	**Yasai**
Salad	Salāt	Shêng-ts'ai	Chisa
Cabbage	Kapūsta	Pai-ts'ai	Tamana
Spinage	Shipināt	Po-ling-ts'ai	Hōrensō
Potato	Kortōfel'	Fan-shu (or *Shan-yao-toul*)	Jagatara-imo (or *Jagaimo*)
Sweet-potato	Slādkii kartōfel'	Pai-shu	Satsuma-imo
Bean	Bobȳ	Tou-tzu	Mame

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English	*Russian*	*Chinese*	*Japanese*
Peas	Gorōkh	Wan-tou	Endō
Egg-plant	Demiānka	Ch'ieh-tzu	Nasubi
Onion	Lūk	Ts'ung	Negi
Celery	Petrūshka	Ch'in-tsai	Seri
Quadrupeds	**Chetveronōgiia Jivōtnyia**	**Tsou-shou**	**Kedamono**
Horse	Lōshad'	Ma	Uma
Donkey	Osiōl	Lü	Roba
Mule	Loshāk	Lo-tzu	Raba
Ox	Vōl	Kung-niu	O-ushi
Cow	Korovā	Mu-niu	Me-ushi
Dog	Sobaka	Kou	Inu
Cat	Kōshka	Mao	Neko
Goat	Koziōl	Shan-yang	Yagi
Sheep	Ovtsā	Mien-yang	Hitsuji
Lamb	Iagniōnok	Yang-kao-êrh	Ko-hitsuji
Pig	Svin'iā	Chu	Buta
Monkey	Obez'iāna	Hou-êrh	Saru
Rat	Mysh	Hao-tzu	Nezumi
Birds	**Ptitsy**	**Fei-chin**	**Tori**
Crane	Jurāvl'	Hsien-hao	Tsuru
Eagle	Oriōl	Lao-tiao	Washi
Falcon	Sōkol	Ying	Taka
Ostrich	Strāus	T'o-niao	Dachō
Wild-goose	Dikii gūs'	Yen	Gan (or *Kari*)
Nightingale	Solovei	Huang-ying	Uguisu
Swallow	Lāstochka	Yen-tzu	Tsubame
Parrot	Popugai	Ying-ko-êrh	Ōmu
Sparrow	Vorobei	Chia-ch'iao-êrh	Suzume
Crow	Vorōna	Lao-kua	Karasu
Pheasant	Fazan	Yeh-chi	Kiji
Goose	Gūs'	Ê	Gachō
Pigeon	Gōlub'	Ko-tzu	Hato
Duck	Ūtka	Ya-tzu	Ahiru
Turkey	Indeika	Huo-chi	Shichimen-chō
Cock	Petūkh	Kung-chi	Niwatori (or *On-dori*)
Hen	Kūritsa	Mu-chi	Men-dori
Chicken	Tsypliōnok	Hsiao-chi-êrh	Hiyoko
Fishes	**Ryby**	**Yü**	**Uwo**
Sole	Kambala	Pi-mu-yü	Hirame
Cod	Treskā	Min-yü	Tara
Sea-bream	Taī	Ta-t'ou-yü	Tai
Carp	Karp	Li-yü	Koi
Shrimp	Rāk	Hsia-mi	Ebi
Sea-ear	Morskōe ushkō	Pao-yü	Awabi
Insects	**Nasekōmyia**	**Ch'ung-tzu**	**Mushi**
Silkworm	Shelkovichny chērb'	Ts'an	Kaiko

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English	*Russian*	*Chinese*	*Japanese*
Bee	Pchelā	Mi-fêng	Mitsu-bachi
Fly	Mūkha	Ts'ang-ying	Hai
Mosquito	Komār	Wen-tzu	Ka
Louse	Vōsh	Shih-tzu	Shirami
Flea	Blokhā	Ko-tsao	Nomi
Bed-bug	Klōp	Ch'ou-ch'ung	Toko-mushi
A Town	**Gōrod**	**Ch'êng-chên**	**Machi**
Palace	Dvorēts	Kung-tien	Kyū-den (*Goten*)
Embassy	Posōl'stvo	Ch'in-ch'ai kung-kuan	Taishi-kwan
		ditto	
Legation	Mīssiia		Kōshi-kwan
Consulate	Konsul'stvo	Ling-shih kung-kuan	Ryōji-kwan
Custom-house	Tamōjnia	Hai-kuan	Zei-kwan
Post-office	Pochtōvaia kontōra	Yu-chêng-chü	Yūbin-kyoku
Telegraph-office	Telegrfānaia kontōra	Tien-pao-chü	Denshin-kyoku
School	Uchilishche	Hsüeh-tang	Gakkō
Library	Bibliotēka	Shu-fang	Tosho-kwan
Hospital	Gōspital'	Yang-ping-yüan	Byō-in
Barracks	Kazārma	Ying-fang	Hei-yei
Arsenal	Arsenāl	Chi-ch'i-chü	Heiki-seizō-sho (or *Zōhei-shō*)
Dockyard	Dōk	Ch'uan-ch'ang	Zōsen-jo
Fort	Patarēia	P'ao-t'ai	Hōdai
Prison	Tiur'mā	Lao-yü	Kangoku
Church	Tsērkov'	Li-pai-t'ang	Kyō-kwai
Temple	Khrām	Miao	Ji-in (or *Tera*)
Travelling	**Puteshēstvie**	**Ch'u-wai**	**Tabidachi (Ryokō)**
Railway	Jeléznaia dorōga	T'ieh-lu	Tetsudō
Train	Pōezd	Huo-lun-ch'ê	Kisha
Station	Stantsiia	Huo-ch'ê-chan	Teishaba
Steamer	Parokhōd	Huo-lun-ch'uan	Kisen
Mail-steamer	Pochtōvy parokhōd	Shu-hsin-ch'uan	Yūbin-sen (or *Yūsen*)
Sailing-vessel	Pārusnoe sūdno	Chia-pan-ch'uan	Homae-sen
Boat	Shliūpka	Shan-pan	Kobune
Cargo-boat	Bārja	Po-ch'uan	Ni-bune
Wharf	Prīstan'	Ma-t'ou	Hatoba
Carriage	Telēga	Ch'ê	Kuruma (or *Basha*)
Luggage	Grūz	Hsing-li	Nimotsu (or *Tenimotsu*)
Portmanteau	Chemodan	Hsiao-hsing-li	Tesage-kaban
Trunk	Sundūk	I-hsiang	Kaban
Hotel	Gostinnītsa	K'o-tien (or *K'o-chan*)	Yadoya (or *Ryo-kwan*)
Passport	Pāsport	Hu-chao	Ryokō-ken
Sedan-chair	Palankin	Chiao-tzu	Kago

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English	*Russian*	*Chinese*	*Japanese*
Professions and Trades	**Remēsla i promyslā**	**Kung-shang**	**Shokugyō**
Shop	Magazin	P'u-tzu	Mise
Merchant	Kupēts	Mai-mai-jên	Shōnin
Broker	Makliōr	Ching-chi	Nakagai
Workman	Remēslennik	Hsiao-kung	Shokunin
Company	Obshchestvo	Kung-szu	Kwaisha
Bank	Bank	Yin-hang	Ginkō
Pawn-shop	Lombard	Tang-p'u	Shichi-ya
Timber-yard	Lesotorgōvlia	Mu-chang-tzu	Zaimoku-ya
Apothecary	Aptēka	Yao-p'u	Yakushu-ya (or *Kusuri-ya*)
Bookseller's shop	Knījny magazin	Shu-p'u	Shoseki-ten (or *Hon-ya*)
Draper's shop	Manufaktūrny magazin	Chou-tuan-p'u	Gofuku-ya
Wine-shop	Vinotorgōvets	Chiu-p'u	Saka-ya
Restaurant	Rēstoran	Fan-kuan-tzu	Ryōri-ya
Theatre	Teātr	Hsi-kuan-tzu (or *Ch'a-yüan*)	Gekijō (or *Shibai*)
Embroiderer	Vyshivātel'	Hsiu-hua-chiang	Nuihaku-shi
Photographer	Fotōgraf	Chao-hsiang-ti	Shashin-shi
Laundry-man	Prāchka	Hsi-i-fu-tien	Sentaku-ya
Hatter	Shliāpnik	Mao-chiang	Bōshi-ya
Bootmaker	Sapōjnik	Hsieh-chiang	Kutsu-ya
Jeweller	Invelīr	Yü-chi-tien	Tama-ya
Barber	Parikmākher	T'i-t'ou-ti	Toko-ya
Coachman	Kūcher	Kan-ch'ê-ti	Gyosha
Gardener	Sadōvnik	K'an-yüan-tzu-ti	Niwa-shi (or *Ueki-ya*)
Pilot	Lōtsman	Yin-shui-ti	Mizusaki-annai
Porter	Nosīl'shchik	Tiao-fu	Ninsoku
Waiter	Prislūga	P'ao-t'ang-êrh-ti	Kyūji
Colours	**Tsvetā**	**Yen-sê**	**Iro**
Blue	Sīnī	Lan-sê	Ao
Yellow	Jiōlty	Huang-sê	Ki (or *Ki-iro*)
Red	Krāsny	Hung-sê	Aka
White	Bēly	Pai-sê	Shiro
Black	Chiōrny	Hei-sê	Kuro
Brown	Svetlokorīchnevy	Chih-sê	Tobi-iro
Green	Zeliōny	Lü-sê	Midori (or *Moyegi*)
Grey	Sērny	Hui-sê	Nezumi (-iro)
Purple	Fiolētovy	Ou-ho	Murasaki
Metals and Precious Stones	**Metālly i dragotsēn nyia kāmni**	**Chin-shih**	**Kinseki**
Gold	Zōloto	Chin	Kin
Silver	Serebrō	Yin	Gin
Iron	Jelēzo	T'ieh	Tetsu
Copper	Mēd'	T'ung	Dō (or *Aka-gane*)
Steel	Stāl'	Kang	Hagane (or *Kōtetsu*)

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English	Russian	Chinese	Japanese
Lead	Svinēts	Ch'ien	Namari
Tin	Ólovo	Hsi-la	Suzu
Medicines	**Lekārstvennyia**	**Yao-ts'ai**	**Kusuri**
Stomachic	Tonícheskoe lekārstvo	Yang-wei-yao	Ken-i-zai
Refrigerant	Okhlajdāiushchee srēdstvo	T'ui-hsiao-yao	Genetsu-zai (*Netsu-samashi*)
Diaphoretic	Potogónnoe lekārstvo	Fa-san-yao	Hakkan-zai
Illness	**Bolēzni**	**Pu-shu-fu**	**Yamai**
Headache	Galóvnaia bol'	T'ou-t'ung	Zu-tsū
Toothache	Zuvnāia bol'	Ya-t'ung	Ha-itami
Cold	Prostūda	Shang-fêng	Kaze (or *Fūja*)
Fever	Goriāchka	Jê-ping	Netsu-byō
Cough	Kāshel'	Ko-so	Seki
Diarrhea	Ponōs	Li-chi	Ri-byō (*Hara-kudari*)
Principal Commodities	**Továry rāznye**	**T'ung-shang huo-wu**	**Bōyeki-hin**
Cotton	Khlopchātaia bumāga	Mien-hua	Wata
Raw Silk	Shiolk	Ssu	Ki-ito
Cocoons	Kókon	Ts'an-chien	Mayu
Cloth	Suknō	K'a-la (or *Ni*)	Rasha
Crape	Krēp	Chou-ch'ou	Chirimen
Blanket	Sherstiānoe odeiālo	Chan-tzu	Ketto (or *Mōfu*)
Tea	Chaĭ	Ch'a-yeh	Cha
Sugar	Sākhar	T'ang	Satō
Coal	Kāmenny ūgol'	Mei	Sekitan
Charcoal	Drevēsny ūgol'	Mu-t'an	Mokutan (or *Sumi*)
Tobacco	Tabāk	Yen-ssu	Tabako
Salt	Sol'	Yen	Shio
Soap	Mylo	I-tzu	Sekken
Adjectives	**Prilagātel'noe imia**	**Hsing-yüng-yen**	**Kei-yo-shi**
Thick	Tólsty	Hou	Atsui
Thin	Tónkiĭ	Pao (or *Po*)	Usui
Large	Bol'shoĭ	Ta	Ōkii
Medium	Srēdniĭ	Chung-chung-êrh	Chū-gurai
Small	Málen'kiĭ	Hsiao	Chii-sai
Hard	Tviórdy	Ying	Katai
Soft	Miágkiĭ	Juan	Yawarakai
High	Vysókiĭ	Kao	Takai
Low	Nízkiĭ	Ai	Hikui
Deep	Glubókiĭ	Shen	Fukai
Shallow	Mélkiĭ	Ch'ien	Asai
Far	Dalióki	Yüan	Tōi
Near	Blízkiĭ	Chin	Chikai

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English	*Russian*	*Chinese*	*Japanese*
Heavy	Tiajiōly	Chung	Omoi
Light	Liōgkĭ	Ch'ing	Karui
Round	Krūgly	Yüan	Marui
Square	Chetyreugōl'ny	Fang	Shikakui
Flat	Rōvny	Pien	Hiratai
Light	Svētly	Liang	Akarui
Dark	Tiōmny	An	Kurai
Long	Dlīnny	Ch'ang	Nagai
Short	Korōtkĭ	Tuan	Mijikai
Broad	Shirōki	K'uan	Hiroi
Narrow	Uzkĭ	Chai	Semai
Early	Ranni	Tsao	Hayai
Late	Pōzdni	Wan	Osoi
Fast	Skōry	K'uai	Hayai
Slow	Mēdlenny	Man	Osoi (or *Noroi*)
Strong	Krēpki	Chieh-shih	Tsuyoi
Weak	Slāby	Pu-chieh-shih	Yowai
Old	Stāry	Lao (or *Chiu*)	Furui (or *Oitaru*)
New	Nōvy	Hsin	Atarashii
Rough	Grūby	Ts'u	Arai
Fine	Tōnkĭ	Hsi	Komakai
Dear	Dorogoĭ	Kuei	Takai
Cheap	Deshiōvy	Pien-i	Yasui
Dry	Sūkhoĭ	Kan	Kawaita
Damp	Mōkry	Hsi	Shimetta
Good	Dōbry	Hao	Yoi
Bad	Zloĭ	Pu-hao	Warui
Warm	Tiōply	Wên-ho	Atatakai
Hot	Goriachi	Jo	Atsui
Cold	Prokhlādny	Liang	Tsumetai (or *Samui*)
Front	Pēred	Ch'ien-t'ou	Mae
Back	Zād	Hou-t'ou	Ushiro
Right	Prāvy	Yu	Migi
Left	Lēvy	Tso	Hidari
Sweet	Slādki	T'ien	Amai
Bitter	Gōrkĭ	K'u	Nigai
Raw	Syrōĭ	Shêng	Nama-no
Ripe	Zrēly	Shou	Jukushitaru
Fresh	Svējĭ	Hsin-hsien	Atarashii
Rotten	Gniloĭ	Hsiu-huai	Kusatta
Important	Vājny	Yao-chin	Taisetsu-na
Skilful	Iskūsny	Ch'iao	Takumi-na (or *fōzu-na*)
Unskilful	Neiskūsny	Pên	Tsutanai (or *Heta-na*)
Similar	Odnoobrāzny	I-yang	Dōyō naru
Different	Razlichny	Pu-i-yang	Kawari taru (or *Chigatta*)
Clean	Chĭsty	Kan-ching	Seiketsu naru (or *Kirei na*)
Unclean	Nechĭsty	Pu-kan-ching	Fuketsu naru (or *Kitanai*)

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English	*Russian*
Phrases	**Frazy**
Yes.	Da.
No.	Nēt.
Come here.	Podīte siudā.
Come in.	Voidīte.
Go out.	Vykhodīte.
Come quick.	Prikhodīte poskorēe.
Go quick.	Idīte poskorēe.
Thank you.	Blagodariū vās.
By and by.	Pōsle.
Make haste.	Speshīte.
Stop.	Stoĭ.
Wait a little.	Podojdīte minūtu.
Good-bye.	Do svidāniia.
I will go home.	Vozvratīt'sia domōĭ.
Come again.	Opiāt' prikhodīte.
All right.	Khoroshō.
All together.	Vsiō vmēste.
Not yet.	Eshchiō nēt.
Take away.	Otnesīte.
That is enough.	Dostatōchno.
Don't forget.	Ne zabūd'te.
That will do.	Vōt dovōl'no.
You are mistaken.	Vy oshībis'.
Show me.	Pokajīte mnē.
Ask him.	Sprosīte egō.
Give me.	Daīte mnē.
Lend me.	Odoljīte mnē.
Let us go.	Poidiōmte vmēste.
Let him come in.	Priglasīte ego siudā.
Do you know?	Znāete li vy?
Are you well?	Zdorōvy li vy?
Do you speak English?	
Do you understand me?	Ponimāete li vy to, chtō ia govoriū.
Speak slowly.	Govorīte mēdlenno.
Open the window.	Otkrōīte oknō.
Shut the door.	Zatvopīte dvēr'.
Say it again.	Skajīte eshchiō rāz.
That is quite true.	Deĭstvītel'no prāvda.
Go straight on.	Idīte priāmo.
It is late.	Ēto pōzdno.
It is early.	Ēto rāno.
It is better.	Ēto lūchshe.
Bring it here.	Prinesīte siudā.
I think so.	Ia dūmaiu tāk.
I don't know.	Ia ne znāiu.
I cannot understand.	Ia ne ponimāiu.
I cannot.	Ia ne umēiu.
I can't help it.	Ne znāiu chtō dēlat'.
He has gone	On poshiōl.

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Chinese	*Japanese*
Tuan-chang	**Tan-ku**
Shih.	Hai (or *Sayō*).
Pu-shih.	Iiye.
Chê-êrh lai.	Koko ye oide-nasai.
Chin-lai.	Ohairi-nasai.
Ch'u-ch'ü.	Ode-nasai.
K'uai lai.	Hayaku oide-nasai.
K'uai ch'ü.	Hayaku oyuki-nasai.
To-hsieh.	Arigatō.
Hui-t'ou.	Nochi-hodo.
K'uai-cho.	Isoge.
Chan-chu.	Tomare.
Têng-i-têng	Sukoshi omachi-nasai.
Ch'ing.	Sayonara.
(Wo-) Hui-chia	Uchi ni kaeri-masu.
(Ni-) Tsai-lai.	Mata oide-nasai.
Hsing-la.	Yoroshū-gozai-masu.
Kung-tsung.	Issho-ni.
Hai-mei-na.	Mada.
Na ch'ü-pa.	Motte yuki-nasai.
Kou-la.	Jūbun desu (or *Mō takusan desu*)
Pieh-wang-la.	Owasure-nasai-masuna.
K'o-i.	Sorede yoroshii.
Ni ts'o-la.	Anata wa machi-gatte-masu.
Kei-wo ch'iao-ch'iao.	Watakushi ni omise-nasai.
Wen-wen t'a.	Ano hito ni otazune-nasai.
Kei-wo.	(Watakushi ni) kudasai.
Chieh kei-wo.	(Watakushi ni) kashite-kudasai.
Tsa-mên i-k'uai-êrh ch'ü.	(Goissho ni) mairi-mashō.
Chiao-t'a chin-lai.	Ano hito wo ire-nasai.
Ni chih-tao-ma.	(Anata wa) gozonji-desu ka.
Ni hao-wa.	(Anata wa) gokigen-yō gozai-masu ka.
Ni hui-shuo ying-kuo-hua-ma.	(Anata wa) eigo ga hanase-masu ka.
Ni tung-tê wo-ti hua-la-ma.	(Anata wa) watashi no yūkoto ga wakari-masu ka.
Man-cho tien-êrh shuo.	Shizuka ni ohanashi-nasai.
K'ai-k'ai ch'uang-hu.	Mado wo oake-nasai.
Kuan-shang men.	To wo oshime-nasai.
Tsai shuo i-hui.	Ima ichido yutte-kudasai.
Chen pu-ts'o.	Mattaku-sō-desu.
I-chih tsou.	Massugu ni oide-nasai.
Wan-la.	Osō gozai-masu.
Tsao-na.	Hayō gozai-masu.
Kêng hao-la.	Nao yō gozai-masu.
Na-tao chê-li lai.	(Sore wo) koko ni motte oide-nasai.
Wo hsiang chê-mo-cho.	Watakushi wa sō omoi-masu.
Wo pu-chih-tao.	Watakushi wa shiri-masen.
Wo pu-tung-tê.	Watakushi ni wa wakari-masen.
Wo pu-hui.	Watakushi ni wa deki-masen.
Wo mei-fa-tzu.	Shikata ga nai.
Ta tsou-la.	Ano hito wa itte-shimai-mashita.

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English	*Russian*
What?	Chtō?
Why?	Pochemū?
Who?	Ktō?
When?	Kogdā?
Which?	Kotōry?
What does it mean?	Kakāia ēto mȳsl'?
What time is it?	Kotōry chās?
What shall I do?	Chtō mne dēlat'?
How much is it?	Ēto skōl'ko stōit?
Embarking	**Sest' na parokhōd**
At what time is it necessary to be on board?	V kotōrom chasū dōljen sadīt'sia na parokhōd?
What is the price of a berth?	Kakūiu plātu berūt za kaiūtu?
The Passage	**Moreplavānie**
I shall go and lie down.	Ia poidū i liāgu.
Where are we now?	Gde my idiōm tepēr'.
At the Custom-House	**V tamōjne**
Where is your luggage?	Gde vāsh bagāj?
It is still at the custom-house.	On eshchiō būdet ostāvlen v tamōjne.
Have you any articles liable to duty?	Net li u vās chegō lībo oblagāemago.
No, they contain nothing but wearing apparel.	Nēt, nichegō, krōme odējdy.
I am in a great hurry.	Mnē slēduet speshīt'.
Is there any good hotel in this vicinity?	Est' li vblizī khorōshaia gostīnnitsa?
Yes, there are several, one of the best is the Grand Hotel.	Da, ikh mnōgo; iz nīkh "Grand-otel'" lūchshaia.
Is it far from here?	Dalekō li otsiūda?
We want a coolie.	Ia khotēl by naniat' odnogō nosīl'shchika.
Take these things to the Hotel.	Otnesī vse ēti vēshchi v "Grand Otēl'."
In a Hotel	**V gostinnitse**
Have you a vacant room?	Est' li u vas svobōdnyia kōmnaty?
Bring me some water, I want to wash my face.	Prinesī vōdy, ia jelāiu umyvat' litsō.
Have you a newspaper?	Imēiutsia li u vas kakīia-nībud' gazēty?
Bring some candles and matches.	Prinesīte spīchek i svēchel.
Breakfast	**Zāvtrak**
This coffee is too strong, I prefer it weaker.	Ētot kōfe slīshkom krēpok; ia predpochitāiu slāby.
That is too much, give me half of it.	Ēto slīshkom mnōgo, pozvōl'te polovīnu.
These eggs are boiled too hard	Ēti iaitsā perevāreny, tāk kāk oni slīshkom tviōrdy.

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Chinese	*Japanese*
Shên-mo.	Nan-desu ka.
Wei-shên-mo.	Naze-desu ka.
Shui.	Dare-desu ka.
To-tsan.	Itsu-desu ka.
Na-i-ko.	Dore-desu ka.
Shên-mo i-ssu-ni.	Sore wa dōyu imi-desu ka.
Shên-mo shih-hou-la.	Nanji-desu ka.
Wo tsen-mo pan hao-ni.	(Watakushi wa) dō shimashō ka.
To-shao ch'ien.	(Sore wa) ikura desu ka.
Shang-ch'uan	**Jō-sen**
Tei chi-tien-chung shang-ch'uan-na.	Nanji ni norikomaneba-narimasen ka.
I-chien to-shao ch'uan-chia.	Shinshitsu wa hitotsu ikahodo desu ka.
Tsou-hai	**Kō-kai**
Wo yao t'ang-cho ch'ü-la.	Watakushi wa itte fuseri-mashō.
Hsien-tsai tsou-tao na-êrh-la.	Ima dokora ni kimashi-tarō.
Hai-kuan shang	**Zeikwan nite**
Ni-ti hsing-li tsai na-êrh-la.	Anata no tenimotsu wa doko ni gozaimasu ka.
Hai-tzai hai-kuan na-êrh-la.	Mada zeikwan ni oite-gozaimasu.
Ni yu shên-mo tei shang-shui-ti tung-hsi-ma.	Nani ka zei wo osameru shina ga gozaimasu ka.
Mei-yu ch'u-la i-shang mei-chuang-cho shên-mo pieh-ti.	Iiye, kirui no hoka wa nanimo irete-wa gozaimasen.
Wo mang-tê-li-hai.	Watashi wa hijō ni isogimasu.
Chê-li-êrh yu hao k'o-chan mei-yu.	Kono chikaku ni yoi yadoya ga arimasu ka.
Shih, yu hao-chi-chia tsui hao ti chia chiu-shih k'u-lan-ho-tien-êrh.	Hai, ikuken mo gozaimasu ga, goku yoino wa grando hoteru de gozaimasu.
Li chê-êrh hai-yüan-ma.	Sore wa kokokara tō gozaimasu ka.
Wo-mên yao chiao-ko k'u-li.	Ninsoku wo hitori yatoi-tō gozaimasu.
Pa chê hsieh-ko tung-hsi sung-tao K'u-lan-ho-tien-êrh ch'ü.	Koredake no mono wo hoteru ye motte-yuke.
K'-o-tien-li	**Yadoya nite**
Ni yu hsien wu-tzu mei-yu.	Aita-heya ga arimasu ka.
Ta tien-êrh shui lai, wo yao hsi lien.	Mizu wo motte-kite-okure, chōzu wo tsukai-taikara.
Ni-mên yu shên-mo hsin-wen-chih mei-yu.	Nani ka shimbun-shi wa nai ka.
Kei-wo na yang-huo hai la lai.	Rōsoku to suritsukegi wo motte-kite kudasai.
Tsao-fan	**Asa-han**
Chê ka-fei t'ai-yen, wo yao tan tien-êrh-ti.	Kono kōhii wa amari koii, watakushi wa usuino ga suki-desu.
Na t'ai to-la kei-wo i-pan-êrh-pa.	Sore wa amari ōsugiru, hambun kudasai.
Chê chi-tan tu chu-tê t'ai lao-la.	Kono tamago wa udesugite amari katai

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English	*Russian*
What meat have you?	Kakōe u vas ēst' miāso?
Give me another cup of coffee.	Dāīte eshchiō chāshku kōfe.
Dinner	**Ūjin**
Let us go into the dining-room.	Poidiōmte v stolōvuiu.
Will you take a little of this roast beef?	Ne skūshaete li vy nemnōgo ētogo rōstbifu?
Just a small piece, if you please.	Blagodariū vas, posvōl'te mne mālen'ki kusōchek.
What do you think of this champagne?	Kāk vam nrāvitsia ēto shampanskoe.
Let us go into the drawing-room.	Nū, poidiōmte v gostīnuiu.
Paying the Bill.	**Uplāta schiōta**
Tell the proprietor to make out my bill.	Velī khoziāinu prigotōvit' moī schiōt.
Is my bill not made out yet?	Rāzve moī schiōt eshchiō ne gotōv?
Let me see it.	Pokajīte mne.
What is the amount?	Skōl'ko s meniā slēduet?
That is a very exorbitant charge.	Ēto basnoslōvno dōrogo.
No, that is very moderate.	Izvinīte, ēto kraīniaia tsenā.
Here is an item which is not correct.	Zdēs' nevērnaia stat'iā schiōta.
Here is an error.	Zdēs' oshībka.
You have made a mistake in the amount.	Vy oshīblis' v itōge.
Go quick, there is barely time to catch the five o'clock train.	Idī skorēe, ostālos' nemnōgo vrēmeni do otkhōda piātichasovogo pōezda.
The Railway	**Jelēznaia dorōga**
Where is the first class waiting-room?	Gde passajīrskī zāl pērvago klāssa?
What is the fare from here to Yokohama?	Skōl'ko stōit proēzd otsiūda do Iokogamy?
Go and take your ticket.	Podīte i kupīte sebē bilēt.
There is a first car.	Vōn tam vagōn pērvago klāssa.
No, that is a second class.	Nēt, ēto vtorōgo klāssa.
This is quite full.	Zdēs' ujāsno mnōgo passajīrov.
Show me the smoking-car.	Gde vagōn dliā kuriāshchikh?
There is a station here.	Zdēs' stāntsiia.
What is the name of this station?	Kāk nazyvāetsia ēta stāntsiia?
How long do we stop here?	Dōlgo li stoīt zdēs' pōezd?
Does the train stop at Tsurumi?	Ostanōvitsia li ētot pōezd na stāntsii Tsurumi?
This is an express-train.	Ēto skōry pōezd?
Now we are at the last station.	My uje priēkhali na poslēdniuiu stāntsiiu.

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Chinese	*Japanese*
Ni yu shên-mo jou.	Nāni no niku ga arimasu ka.
Tsai kei-wo tao-wan ka-fei.	Mō ippai (kōhii wo) kudasai.
Wan-fang	**Yū-han**
Tsa-mên shang fan-t'ing ch'ü.	Shokudō ni mairi mashō.
Nin yung i-tien-êrh chê k'ao-niu-jou pu-yung.	Anata wa chito kono-yaki niku wo meshiagari-masen ka.
To-hsieh, kei-wo i-hsiao-k'uai-êrh.	Arigatō, hitokire chīsai no wo itadaki-mashō.
Nin ho-cho chê san-pien-chiu tsên-mo-yang.	Kono shampan wa ikaga de gozai-masu ka.
Tsa-mên tao k'o-t'ing-li ch'ü tso-pa.	Sa-a, zashiki ni mairi mashō.
Suan-chang	**Kanjō**
Kao-su chang-kuei-ti pa wo-ti chang k'ai-ch'u-lai.	Watakushi no kanjō wo shitekureruyō-ni shujin ni yūte okure.
Wo-ti chang hai-mei k'ai-chu-lai-la-ma.	Watakushi no kanjō wa mada deki-nai ka.
Kei-wo ch'iao-ch'iao.	Watakushi ni omise-nasai.
Kung-tsung to-shao ch'ien.	Ikura ni narimasu ka.
Chê suan-ti kuo-yü to-la.	Kore wa hōgai na tsukekake-da.
Mei-yu, chê-suan-ti hên-kung-tao.	Dō itashimashite, kore wa makotoni jitchoku-na tokorode gozaimasu.
Che-êrh yu i-pi pu-t'o-ti chang.	Koko ni futsugō-na kajō ga aru.
Chê-êrh yu-ko ts'o-êrh.	Koko ni machigai ga aru.
Ni-mên pa tsung-ma-êrh k'ai ts'o-la.	Omae wa shimedaka wo machigaete oru.
K'uai-tsou, yao kan wu-tien-chung-ti huo-lun-ch'ê k'o-wan-la tien-êrh-la.	Isoide yare, goji no kisha ni maga nai-kara.
Tieh-lu	**Tetsudō**
Shang-têng-ti hou-ch'ê-fang tsai na-êrh.	Jōtō no machiai-shitsu wa doko desu ka.
Ts'ung chê-êrh tao hêng-pin shih tsen-mo-ko ch'ê-ch'ia-ni.	Koko kara Yokohama-made no kisha-chin wa ikahodo desu ka.
Ni ch'ü mai ni-ti ch'ê-p'iao.	Anata no kippu wo katte oide nasai.
Na-êrh shih t'ou-têng-ch'ê.	Asuko ni ittō-sha ga arimasu.
Pu-shih, na shih êrh-têng-chê.	I-iye, are wa nitō-sha desu.
Chê-ko ch'ê jên so-man-la.	Kore wa ippai-tsumatte-oru.
Chih kei-wo chi'h-yen-ti-ch'ê.	Kitsuyen-sha wa dorede gozaimasu ka
Chê-êrh shih huo-chê-chan.	Koko ni wa teishaba ga gozai-masu.
Chê-ko huo-ch'ê-chan-ti ming-tzu shih shên-mo.	Kono teishaba no na wa nanto mōshi-masu ka.
Ch'ê tei-t'ing to-ta kung-fu.	Kisha wa donokurai koko ni tomari-masu ka.
Chê-ko-ch'ê tao-la tzu-lu-mi hai-yao t'ing-chu-ma.	Kono kisha wa Tsurumi ni tomarimasu ka.
Chê shih-ko k'uai-ch'ê.	Kono kisha wa kyūkōsha de gozai-masu.
Hsien-tsai tao-la chê mo-wei-ti huo-ch'ê-chan-la.	Mō shimai no teishaba ni tsuki mashita.

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English	*Russian*
Post-Office	**Pochtōvala kontōra**
Where is the post-office?	Gde nakhōditsia pochtōvaia kontōra?
When will the mail leave?	Kogdā otkhōdit pōchta?
The mail has just left.	Onā tōl'ko chto otoshlā.
Then send it by the next mail.	V takōm slūchae, proshū otprāvit' so slēduiushcheiu pōchtoiu.
When do you expect the mail from Shanghai?	Ne znāete li vy, kogdā pribūdet pōchta iz Shankhaia?
This evening or to-morrow morning.	Segōdnia vēcherom īli zāvtra ūtrom.
I want to have this letter registered.	Proshū otprāvit' ēto pis'mō zakāznym.
How many times in a month does the mail leave for Hongkong?	Skōl'ko rāz v mēsiatse otkhōdit pōchta v Gonkon.
Every fortnight.	Onā otkhōdit chrez kājdyia dve nedēli.
Does it go direct or through Kōbe?	Onā idiōt tudā priāmo īli s zakhōdom v Kōbe?
Upon what days must we post letters for America?	Kogdā nūjno sdavāt' pis'ma v Amēriku?
The first Monday of every month.	V pērvy ponedēl'nik kājdago mēsiatsa.
When is the first mail for England?	Kogdā poidiōt slēduiushchaia pōchta v Angliiu?
The second of next month.	Vtorōgo budūshchago mēsiatsa.
How many days does it take to send a letter to London?	Skōl'ko dnei idiōt pis'mō do Londona?
About two or three weeks.	Obyknovēnno dva īli tri nedēl'.
In a Restaurant	**V restorāne**
Bring me a bill of fare.	Prinesīte mne meniū.
Serve us a dinner for three.	Nakroīte stōl na trī chelovēka.
How much is it a head?	Skōl'ko berūt s kājdago?
Vermicelli soup, serve us quickly.	Sūpu s vermishchēl'iu, podaī poskorēe.
Bring us some fish.	Obmenīte tarēlki i daīte nam ryby.
What meat have you?	U vas kakōe miāso?
Give us our bill.	Daīte nam schiōt.
At a Watch-maker's	**V chasōvom magazīne**
I have brought my watch to have it repaired.	Ia priniōs chasȳ dliā pochinki.
What do you wish me to do to it?	Chtō nūjno sdēlat' s nīmi?
I should like you to put a new spring in it.	Mnē khotēlos' by postāvit' nōvuiu prujīnu.
When will it be done?	Kogdā ia mogū zaītī za nīmi?
You shall have it in a fortnight.	Onī būdut gotōvy chērez dvē nedēli.
I wish also to have this clock regulated.	Proshū tākje regulīrovat' ēti stēnnye chasȳ.
Is it too fast?	Onī speshāt?
It loses more than five minutes every day.	Onī otstāiut v dēn' bōlee chem na piāt' minūt.

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Chinese

Shu-hsin-kuan or Yu-chêng-chü

Hsin-chü-tzu tsai na-êrh.
Hsin-ch'uan to-tsan k'ai-ya.
Shih kang-ts'ai k'ai-ti.
Na-mo yu hsia-t'ang ch'uan tai-la-ch'ü-pa.
Ni-mên ku-liang-tê to-tsan ch'i shang-hai lai-hsin-ni.
Chin-t'ien wan-shang huo-shih ming-tien tsao-ch'i.
Wo chê fêng-hsin yao kua-hao.

Wang hsiang-chiang i-ko-yüeh ch'ü chi-hui-hsin-ni.
Liang-li-pai i-hui.
Shih i-chih-ti tao-na-êrh-a hai-shih jao shen-hu-ni.
Wang mei-kuo ch'ü-ti hsin shih tê-na-i-t'ien k'o-i fa-ni.
Mei-yüeh t'ou-i-ko li-pai-i.

To-tsan yu chin-chieh-cho wang ying-kuo ch'ü-ti hsin-ch'uan-ni.
Hsia-yüeh ch'u-êrh.
Wang lun-tun chi-hsin tei to-shao jih-tzu tao.
Ta-kai liang-san ko li-pai-ti kuang-ching.

Fan-kuan-tzu

Kei-wo na t'sai-tan-tzu lai.

Kei-wo-mên yü-pei san-fen-êrh fan.
I-fen-êrh to-shiao ch'ien-ni.
Mien-t'ang kei-wo k'uai-cho tien-erh shang.
Hsien huan p'an-tzu tsai shang yü-ya.
Ni-mên yu shên-mo jou-ni.
Kei-wo-mên k'ai-chang-lai.

Chung-piao-pu

Wo chê-êrh pa wo-ti piao na-lai kei-shou-shi shou-shi.
Ni ta-suan tsen-mo shih-to-ni.
Wo ta-suan huan i-p'an hsin t'iao.

To-tsan wo k'o-i lai-ch'ü-ni.
Liang-li-pai ko-i-tê.
Pa chê chia-chung yeh-kei tui-chün-la.

Tai k'uai-ma.
I-t'ien-tsung yao man wu-fen to.

Japanese

Yübin-kyoku

Yübin-kyoku wa doko ni gozaimasu ka.
Yübin-sen wa itsu demasu ka.
Chôdo tadaima demashita.
Soredewa tsugi no yübin-sen de dashite kudasai.
Shanghai kara no yübin-sen wa itsu chakusuru hazu de gozaimasu ka.
Komban ka myôchô de gozaimasu.

Kono tegami wo kakitome ni shite moraitô gozaimasu.
Honkon ni wa ikkagetsu ni ikudo yübin-sen ga demasu ka.
Nishûkan goto ni demasu.
Sore wa chokkô itashimasu ka, matawa Kôbe ni yori-masu ka.
Amerika ni wa itsu tegami wo dashite yoroshü gozaimasu ka.
Maigetsu dai-ichi no getsuyôbi ni demasu.
Kono tsugi Igirisu ni yübin no deru-no wa itsu de gozaimasu ka.
Raigetsu no futsuka de gozaimasu.
London made tegami wo okuru-niwa ikunichi kakarimasu ka.
Taigai ni-san shûkan de gozai-masu.

Ryôri-ya

(Watakushi ni) kondate gaki wo motte kite-kudasai.
Sannin-maye dashite kudasai.
Ichinin-maye ikura-desu ka.
Udon-iri-soup wo hayaku dashite kudasai.
Sakana wo dashite-kudasai.
Niku wa naniga arimasu ka.
Kanjô wo shite okure.

Tokei-ya

Watakushi wa tokei wo naoshite-morai ni kimashita.
Dô-itashimasu node gozaimasu ka.
Zenmai wo shinki ni torikaete moraitai-to omoimasu.
Itsugoro deki masu ka.
Nishûkan de deki-agarimasu.
Mata kono oki-dokei mo awasete moraitai.
Amari susumi-sugi masu ka.
Mainichi gofun-yo-mo okuremasu.

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English	Russian
Inquiring the Way	**Razsprōsy o dorōge**
Which way must I go?	Po kotōroĭ dorōge mne slēduet idtī?
Go straight on.	Idīte priāmo.
Take that lane, it will bring you to the main road.	Ēsli vy poidiōte po ētoĭ bokovoĭ dorōge, to vy vyidiōte na bōl'shuiu dorōgu
How far is it from here?	Kāk dalekō otsiūda?
One mile or thereabouts.	Priblizitel'no odnā verstā.
Inquiring after a Person	**Razsprōsy o kom-nībud'**
Do you know a Mr.....in this place?	Ne znaēte li vy Gospodīna..... v ētom mēste?
Can you tell me where he lives?	Skajīte, pojāluĭsta, gdē on jiviōt?
He lives at the end of the street.	On jiviōt nā uglū ētoĭ ūlitsy.
Come with me and I will show you his house.	Poĭdiōmte so mnōiu, ia ukajū vam egō dōm.
Thank you for your kindness.	Ves'mā blagodāren za vāshu liubēznost'.
At a Draper's	**V Manufaktūrnom magazīne**
I want to buy some cloth.	Pokajīte mne sūkon.
Show me the best you have.	Pokajīte sāmago khorōshago.
This colour will soon fade.	Ne liniāet li skōro ētot tsvēt?
How much is it a yard?	Chtō stōit arshin?
I think that is very dear.	Ēto dorogovāto.
What is your lowest price?	Kakāia poslēdniaia tsenā?
I want also some stuff for a waistcoat.	Mne nūjna tākje kakāia-nībud' matēriia dlia jilēta.
I am afraid this material won't wear well.	Ia boiūs', chtō ēta matēriia ne proslūjit.
Oh, yes, Sir, it is very strong, you will never see the end of it.	Nēt, sudār'! onā ōchen' prōchnaia i būdet slujīt' vām bez kontsā.
A Farewell Call	**Proshchānie**
I am going to Shanghai, so I came to say 'good-bye' to you.	Ia uezjāiu v Shānkhai, potomū prishiōl prostit'sia s vāmi.
When do you think of going?	Kogdā vy uezjāete?
I start the day after to-morrow.	Ia uezjāiu poslezāvtra.
How long do you mean to stay there?	Kāk dōlgo vy namerenȳ probyt' tam?
When shall you be back again?	Kogdā vy vozvratītes'?
As soon as I can.	Ia vozvrashchūs' kak mōjno skorēe.
But I am afraid I shall be detained longer.	No ia boiūs', chtō ne zadērjit li menīā chtō-nībud' dōlee.
It is very likely.	Ēto vozmōjno.
Is there anything that I can do for you there?	Nēt li u vas kakīkh nībud' poruchēnī?
You are very kind.	Pokōrneĭshe vas blagodariū.

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Chinese	*Japanese*
Ta-ting tao-erh	**Michi wo tazuneru koto**
Wo tei ta na-t'iao tao-êrh tsou-ni.	Dono michi wo yuka-neba narimasen ka.
Wang-ch'ien chih-tsou.	Massugu ni oide-nasai.
Chin na i-t'iao hu-tung chiu k'o-i tao ta-chieh-la.	Sono yokochō wo oidenasaru-to, hondōri ye demasu.
Ta chê-êrh ch'a-pu-to yu to-yüan-ni.	Koko kara donokurai no tōsa de gozaimasu ka.
I li-ti pu-ch'a shên-mo-pa.	Ichi-mairu kurai de gozai-mashō.
Ta-ting jên	**Hito wo tazuneru koto**
Ni chi-tao chê-ko ti-fang-êrh yu hsing-.....ti-ma.	Kono hen de.....to yūhito wo gozonji dewa gozai-masen ka.
Ni k'o-i kao-su wo ta ch'u-tsai na-êrh-ma.	Sono hito wa doko ni sunde orare-masu ka.
Ta tsai chê-tiao chieh-ti chin-liu-tou-êrh-chu.	Ano hito wa kono machi no hazure ni sunde oraremasu.
Lai, wo k'o-i chih kei-ni t'a-ti chia.	Oide nasai, ano hito no iye wo oshiete age-mashō.
Chieh-kuang lao-min-chia.	Goshinsetsu arigatō-gozaimasu.
Pu-p'u	**Gofuku-ya**
Wo yao mai k'a-la.	Rasha wo misete-kudasai.
Kei-wo ch'iao na ting-kao-ti.	Gokujōtō wo misete-kudasai.
Chê yen-shai chan-pu-chu.	Kono-iro wa hayaku sameru-darō.
I-ma mai to-shao ch'ien-ni.	Ichi-yard wa ikura-desu ka.
Wo ch'iao t'ai-kuei tien-êrh.	Sore wa amari takaiyō-desu.
Chi-shao to-êrh ch'ien-ni.	Ketchaku no tokoro wa ikura-desu ka.
Wo hai-yao mai k'an-chien-êrh-ti ts'ai-liao.	Chokki ni naru kire mo nanika hoshii-mono desu.
Wo pa chê-yang tsai-liao pu-nai-ch'ang-pa.	Kono-kire wa mochi ga warui-darō.
Pu-nêng, chê-ko hên-chieh-shih yung-yüan huai-pu-liao.	Dō-itashimashite, goku jōbuna shina de inochi shirazu de gozaimasu.
Tz'u-hsing	**Itoma-goi**
Wo yao-shang shang-hai ch'ü so-i wo tê-lai tz'u-hsing lai-la.	Watakushi wa Shanghai ni mairi masu-kara oitomagoi ni demashita.
Ni ta-suan to-tsan yao tsou-ni.	Itsu goshuttatsu no otsumori de gozai-masu ka.
Hou-t'ien yao ch'i-shen.	Myōgonichi shuttatsu itashimasu.
Ni ta-suan tsai na-êrh to-shao ji-tzu-ni.	Donokurai achira ni gotōryū no otsu-mori-desu ka.
Ni k'o-i to-tsan hui lai-ni.	Itsugoro okaeri ni narimasu ka.
Kan-cho-ch'iao-pa.	Narutake hayaku kaeru tsumori de gozaimasu.
Jan-êrh wo p'a-shih tei to-tan-wu chi-t'ien.	Shikashi, nagaku nari wa senu-kato omoi-masu.
Na-mien-pu-liao-pa.	Tabun sayō de gozai-mashō.
Na pien-êrh nin yu shên-mo shih-ch'ing mei-yu.	Sono-chi ye nanika goyō wa gozai-masen ka.
Chêng-nin-ch'ing.	Arigatō.

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English	*Russian*
I shall avail myself of your kind offer.	Pozvōl'te vospol'zovāt'sia vāsheĭ liubēznost'iu.
May I trouble you to take this letter to Mr.....?	Ēsli vas ne zatrudnīt, bud'ite dōbry dostāvit' ēto pis'mō Gnu.....?
Certainly, with pleasure.	S bōl'shim udovōl'stviem.
The Time	**Vrēmia**
What time is it?	Kotōry chās?
I think it is two o'clock.	Ia dūmaiu tepēr' pochtĭ dva chasā.
It cannot be so late.	Ne mōjet byt' tāk pōzdno.
Go and look at the clock.	Podīte i posmotrīte chasȳ.
It is a quarter past two.	Tepēr' chētvert' trēt'iago.
The clock loses a little.	Chasȳ slīshkom otstaiūt.
It is half-past two.	Tepēr' polovīna trētiago.
It has just struck six.	Seĭchās prōbilo shēst' chasōv.
What time is it now by your watch?	Kotōry tepēr' chās na vāshikh chasākh?
I have not got it with me.	Ia ikh ne vziāl s sobōiu.
It is out of order.	Ēti chasȳ idūt nevērno.
Writing a Letter	**Pis'mō**
Is it for the post?	Vy jelāete otprāvit' egō po pōchte?
Yes, it must go to-day.	Da, ia dōljen egō otprāvit' segōdnia.
At what time does the post-office close?	V kotōrom chasū zakryvāetsia pochtōvaia kontōra?
I shall not be long.	Seĭchās gotōv.
What day of the month is this?	Kotōroe segōdnia chislō?
To-day is the third.	Segōddia trēt'e chislō.
Give me an envelope.	Daīte mne konvērt.
Now I have only the address to write.	Ostāetsia tōl'ko napisāt' ādres.
Now I have done.	Tepēr' ia gotōv.
Take this letter to the post-office.	Otnesīte ēto pis'mō na pōchtu.
At a Barber's	**U parīkmākhera**
I wish to be shaved immediately.	Proshū nemēdlenno meniā pobrīt'.
Be careful not to cut me.	Bud'te ostorōjny i ne porēj'te.
The razor is not well set.	Brītva ēta ne khoroshō ōttochena.
Shall I trim your moustache a little?	Jelāete li vy postrīch nemnōgo borody?
That will do; now cut my hair a little?	Dovōl'no, proshū postrīch nemnōgo vōlos.
Now I should like to have some soap and pomade.	Mne nūjny mylo i pomādal
Between Merchants	**U torgōvtsa**
Show me the samples.	Pokajīte mne obrāzets.
I can't give so much.	Ne mogū uplatīt' tāk mnōgo.
Tell me what you can give for it.	Skajīte pojālulsta, skōl'ko vy dadīte za negō?

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Chinese

Chi-chêng nin mei-i wo pien-yao fêng-to-ti.
K'o-i lao-nin-chia pa chê-fêng-hsin tai-ch'ü.
Na-hao-pan.

Shih-hou

Chi-tien-chung.
Wo hsiang hsien-tsai liang-hsia-êrh-chung-pa.
Pu-nêng chê-mo wan-pa.
Ch'iao-chi'ao chung ch'ü.
Hsien-tsai liang-tien-i-k'o-la.
Chung man tien-êrh.
Hsien-tsai yu liang-tien-pan-chung-la.
Kang-ta-la liu-hsia-êrh-la.
Hsien-tsai ni-ti piao Shên-mo shih-hou-la.
Wo shen-shang mei-tai-cho piao.
Chê-ko pu-chün-la.

Hsieh-hsin

Yu hsin-chü-tzu tai-ch'ü-ma.

Shih chin-t'ien tei fa-ti.
Shu-hsin-kuan chi-tien-chung san-na.

Wo tan-wu-pu-liao to-ta kung-fu.
Chin-t'ien shih chi-êrh-la.
Chin-t'ien shih ch'u-san.
Kei-wo i-ko hsin-fêng-êrh.
Hsien-tsai ching-shêng-la hsieh hsin-p'i-êrh-la.
Hsien-tsai wan-la.
Pa chê fêng-hsin sung-tao shu-hsin-kuan ch'ü.

Ti-t'ou-p'u

Kei-wo kan-chin-ti kua-kua lien.
Hsiao-hsin-cho, pieh-ta-chang-tzu.
T'i-t'ou-tao-êrh pu-hên-k'uai.
Wo k'o-i kei-nin chiao tien-êrh hu-tzu-ma.
Ko-i-la, tsai kei-wo chiao tien-êrh t'ou-fa-pa.
Wo yao i-tzu hai t'ou-yu.

Mai-mai-jên ying-tui

Kei-wo ch'iao-ch'iao yang-tzu.
Wo pu-nêng ch'u chê-mo ta-chia-êrh.
Ni shuo ni kei to-shao ch'ien-pa.

Japanese

Goshinsetsu ni shitagai nanika **onegai** mōshi-mashō.
Gomendō-nagara kono-tegami wo ..... kun ye otodoke kudasai-masen **ka.**
Makoto-ni oyasui-koto de **gozaimasu.**

Jikan

Nanji-desu ka.
Ima niji-darō to omoimasu.

Sonna-ni osoku wa nai-**hazu desu.**
Tokei wo mitekite kudasai.
Ima niji-jūgofun-desu.
Tokei ga sukoshi okurete **orimasu.**
Ima niji-han de gozaimasu.
Chōdo ima rokuji wo uchi-mashita.
Anata no tokeide wa ima nanji de gozaimasu ka.
Watakushi wa motte orimasen.
Kore wa kurutte orimasu.

Tegami wo kaku-koto

Yūbin de odashi-nasaruno de **gozai**-masu ka.
Hai, konnichi dasaneba-narimasen.
Yūbin-kyoku wa nanji ni **shimemasu ka**
Tema wa toremasen.
Konnichi wa nannichi de gozaimasu **ka.**
Konnichi wa mikka de gozaimasu.
(Watakushi ni) fūtō wo kudasai.
Mohaya atena wo kakubakari de gozai-masu.
Ima shimai-mashita.
Kono-tegami wo yūbin-kyoku ye motte yuke.

To-ko-ya

Sugu sotte-moraitai.
Sorikomanu-yō ki wo tsuke-te **kudasai.**
Kamisori ga yoku atte inai.
Hige wo sukoshi tsumi-mashō **ka.**

Sore de yoroshii, sorekara **kami wo** sukoshi katte kudasai.
Sekken to kamiabura wo **kudasai.**

Shō-nin Taiwa

Mihon wo misete kudasai.
Sorehodo wa dase-masen.
Ikahodo odashi nasaimasu **ka.**

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English	Russian	Chinese	Japanese
When can you let me have the tea?	Kogdā vy mōjete otpustĭt' chaĭ?	Ni k'o-i to-tsan chiao huo-ni.	Cha wa ikka ni owatashi kudasaimasu ka.
Any time you please.	Kogdā vam būdet udōbno.	Pu-lun to-tsan suini-pien-pa.	Nandoki-nitemo gotsugō shidai de gozaimasu
I want you to give me bargain-money.	Ia khotēl by s vas poluchĭt' zadātok.	Wo kên-ni-yao ting-yin.	Tetsuke-kin wo chōdaishitō gozai-masu.
All right, I will advance you a hundred dollars.	Khoroshō, ia vam dam zadātku stō dollarōv.	K'o-i, wo hsien chi-kei-ni i-p'ai-k'uai-ch'ien-pa.	Yorosh¯-gozai-masu, hyaku-doru dake zenkin wo watashi-mashō.
What is the gross weight?	Kakoĭ vēs egō brutto?	Lien-p'i to-ta fen-liang-ni.	Fūtai-tomo kakeme wa ikura arimasu ka.
What is the tare?	Skōl'ko funtov tāra?	Pao-p'i to-ta fen-liang-ni.	Fūtai wa ikura arimasu ka.
What is the net weight?	Skōl'ko chīstago vēsa?	Ching-huo shih to-shao chin-ni.	Shōmi wa ikura arimasu ka.
Come for the money to-morrow.	Zāvtra prikhodĭte za den'gāmi.	Ming-t'ien lai-ch'ü yin-tzu-pa.	Kane wa myō-nichi tori ni kite kudasai.
How much tea is in the market?	Kakōe kolĭchestvo chāiu imēetsia na rynke?	Shih-shang yu to-shao ch'a-ni.	Shijō niwa cha ga ikahodo arimasu ka.
Do you think the price will advance or fall back?	Kāk vy dūmaete rȳnochnaia tsenā povysītsia ĭli upadiōt?	Ni hsiang hang-shih yao chang-a hai-shih yao lê-ni.	Sōba wa agaru-ka sagaru-ka, dō anata wa okangaye nasaimasu ka.
I think the price will stand.	Ia dūmaiu, chtō tsenā būdet derjāt'sia bez kolebānĭ.	Wo hsiang chê hang-shih chiu chan-chu-la.	Sōba wa suwari de arō-to kangaye-masu.

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Variation of Time

Basic Points \ Points to be Compared	Trains run on	TŌKYO (Central Standard Time)	PEKING (China Coast Time)	HARBIN	TSITSIHAR	HABAROVSK	VLADIVOSTOK	POGRANICHNAYA	MANCHURIA	CHITA	IRKUTSK	OMSK	CHELIABINSK	SAMARA	VIATKA	MOSCOW	ODESSA	WARSAW	St. PETERSBURG
TŌKYO	Japanese Time	...	1.00	.57	.48	.03	.17	.18	1.13	1.29	2.06	4.10	4.53	5.43	5.45	6.33	7.00	7.39	7.02
KEIJŌ (Seoul)		...	...	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,
DAIREN	China C. T.	**1.00**	...	**.23**	**.12**	**.57**	**.43**	**.42**	.13	.29	1.06	3.10	3.58	4.43	4.45	5.33	6.00	6.39	6.02
PEKING		,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,	,,
HARBIN	Harbin Time	**.37**	.23	...	.11	**.34**	**.20**	**.19**	.36	.52	1.29	3.33	4.21	5.06	5.08	5.56	6.23	7.02	6.25
VLADIVOSTOK		**.17**	.43	.20	.31	**.14**	...	.01	.56	1.12	1.49	3.53	4.41	5.26	5.28	6.16	6.43	7.22	6.45
POGRANICHNAYA		**.18**	.42	.19	.30	**.15**	**.01**	...	.55	1.11	1.48	3.52	4.40	5.25	5.27	6.15	6.42	7.21	6.44
MANCHURIA		**1.13**	**.13**	**.36**	**.25**	**1.10**	**.56**	**.55**	...	.16	.53	2.57	3.45	4.30	4.32	5.20	5.47	6.26	5.49
IRKUTSK		**2.06**	**1.06**	**1.29**	**1.18**	**2.03**	**1.49**	**1.48**	**.53**	**.37**	...	2.04	2.52	3.37	3.39	4.27	4.54	5.33	4.56
KRASNOYARSK		**2.52**	**1.52**	**2.15**	**2.04**	**2.49**	**2.35**	**2.34**	**1.39**	**1.23**	**.46**	1.18	2.06	2.51	2.53	3.41	4.08	4.47	4.10
KURGAN		**4.42**	**3.42**	**4.05**	**3.54**	**4.39**	**4.25**	**4.24**	**3.29**	**3.13**	**2.36**	**.32**	.16	1.01	1.03	1.51	2.18	2.57	2.20
CHELIABINSK		**4.58**	**3.58**	**4.21**	**4.10**	**4.55**	**4.41**	**4.40**	**3.45**	**3.29**	**2.52**	**.43**	**1.11**	.45	.47	1.35	2.02	2.41	2.04
MOSCOW	St. Petersburg Time	**6.33**	**5.33**	**5.56**	**5.45**	**6.30**	**6.16**	**6.15**	**5.20**	**5.04**	**4.27**	**2.23**	**1.35**	**.50**	**.48**	...	.27	1.06	.29
EKATERINBURG		**5.01**	**4.01**	**4.24**	**4.18**	**4.58**	**4.44**	**4.43**	**3.48**	**3.32**	**2.55**	**.51**	**.03**	.42	.44	1.32	1.59	2.38	2.01
PERM		**5.18**	**4.18**	**4.41**	**4.30**	**5.15**	**5.01**	**5.00**	**4.05**	**3.49**	**3.12**	**1.08**	**.20**	.25	.27	1.15	1.42	2.21	1.44
VIATKA		**5.45**	**4.45**	**5.08**	**4.57**	**5.42**	**5.28**	**5.27**	**4.32**	**4.16**	**3.39**	**1.35**	**.47**	**.02**	...	.48	1.15	1.54	1.17
VOLOGDA		**6.24**	**5.24**	**5.47**	**5.38**	**6.21**	**6.07**	**6.06**	**5.11**	**4.55**	**4.18**	**2.14**	**1.26**	**.41**	**.39**	.09	.36	1.15	.38
ODESSA		**7.00**	**6.00**	**6.23**	**6.12**	**6.57**	**6.43**	**6.42**	**5.47**	**5.31**	**4.54**	**2.50**	**2.02**	**1.17**	**1.15**	**.27**	...	.39	.02
WARSAW		**7.39**	**6.39**	**7.02**	**6.51**	**7.36**	**7.22**	**7.21**	**6.26**	**6.10**	**5.33**	**3.29**	**2.41**	**1.56**	**1.54**	**1.06**	**.39**	...	**.37**
St. PETERSBURG		**7.02**	**6.02**	**6.25**	**6.14**	**6.59**	**6.45**	**6.44**	**5.49**	**5.33**	**4.56**	**2.52**	**2.04**	**1.19**	**1.17**	**.29**	**.02**	.37	...
LONDON	Respective Standard Time	**9.06**	**8.06**	**8.29**	**8.18**	**9.03**	**8.49**	**8.48**	**7.53**	**7.37**	**7.00**	**4.56**	**4.08**	**3.23**	**3.21**	**2.33**	**2.06**	**1.27**	**2.04**
BERLIN		**8.10**	**7.10**	**7.33**	**7.22**	**8.07**	**7.53**	**7.52**	**6.57**	**6.41**	**6.04**	**4.00**	**3.12**	**2.27**	**2.25**	**1.37**	**1.10**	**.31**	**1.08**
PARIS		**8.54**	**7.54**	**8.17**	**8.06**	**8.51**	**8.37**	**8.36**	**7.41**	**7.25**	**6.48**	**4.44**	**3.56**	**3.11**	**3.09**	**2.21**	**1.54**	**1.15**	**1.52**
NEW YORK		10.41	11.41	11.18	11.29	10.44	10.58	10.59	11.54	**11.50**	**11.13**	**9.09**	**8.21**	**7.36**	**7.34**	**6.46**	**6.19**	**5.40**	**6.17**
SAN FRANSISCO		4.58	5.58	5.35	5.46	5.01	5.15	5.16	6.11	6.27	7.04	9.03	9.56	10.41	10.43	11.31	11.58	**11.23**	12.00

Notes: The above list shows the variation of time at different points of importance, the light-type figures indicating the amount of time that the points to be compared are behind the time of the basic points, and the heavy-type figures the amount they are ahead.

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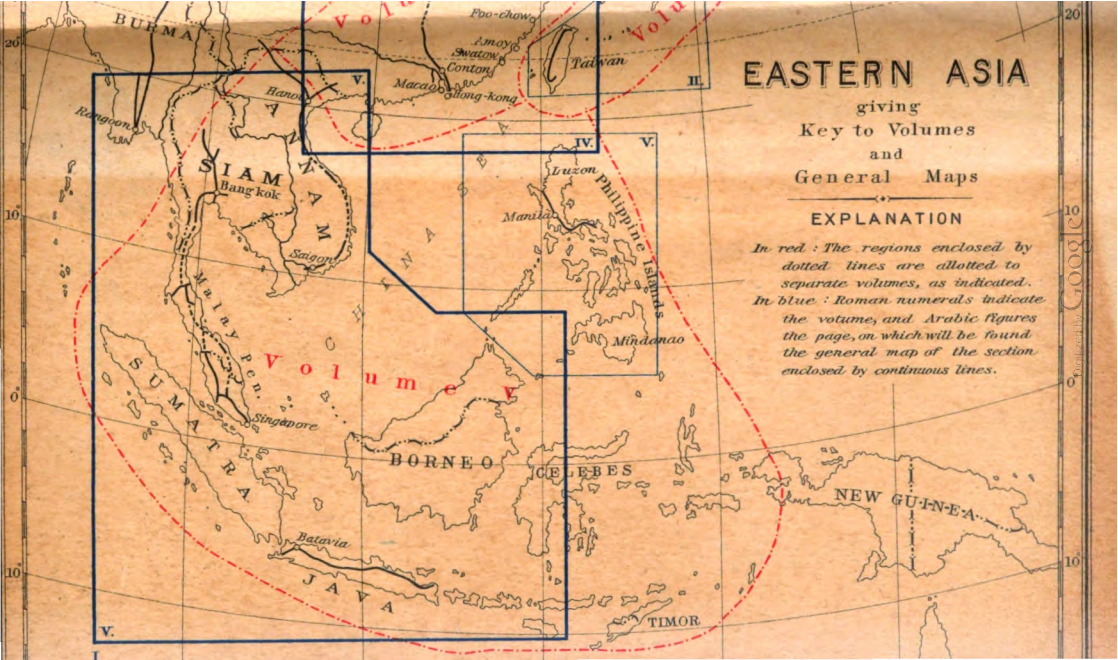
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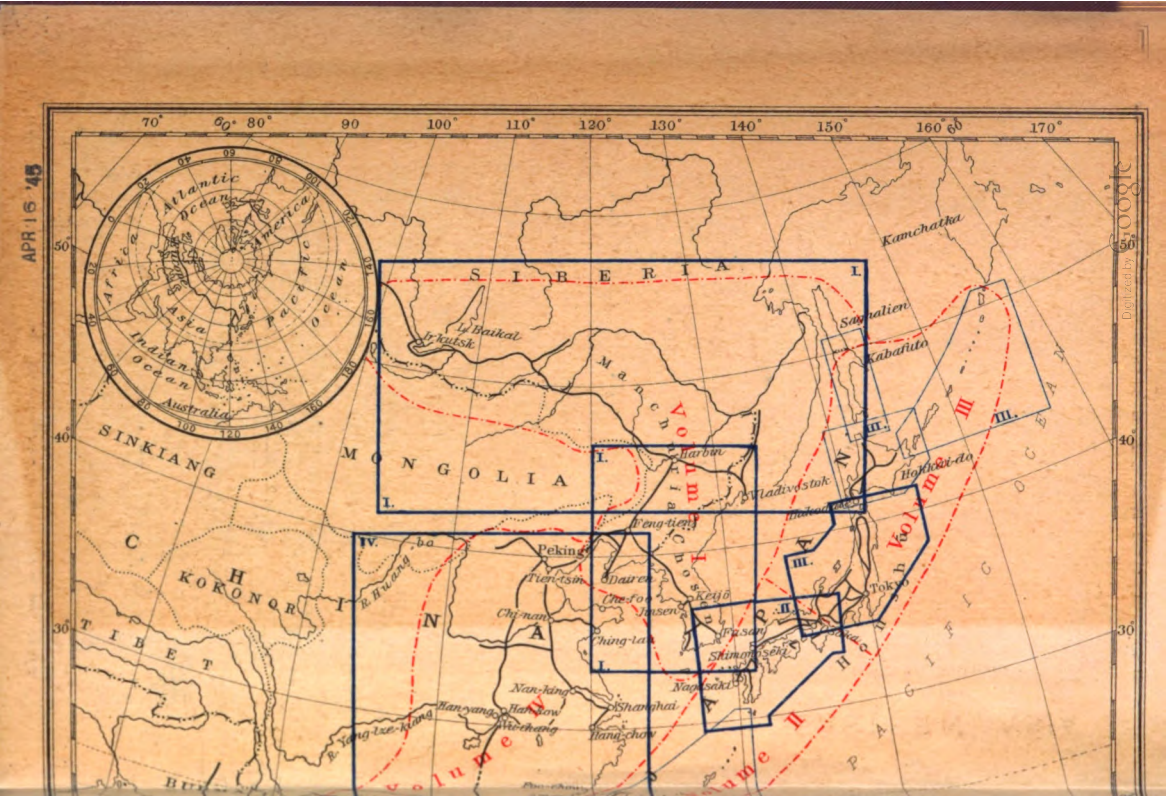

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